

ANNUAL REPORT

FOR

FISCAL YEAR 1916.

(ENDING MARCH 31, 1917)



RAILWAY BUREAU OF GOVERNMENT-GENERAL
OF CHOSEN.

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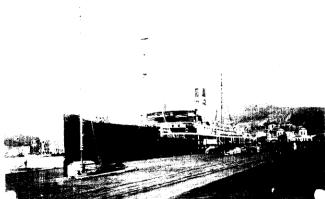
(ENDING MARCH 31, 1917)



RAILWAY BUREAU OF GOVERNMENT-GENERAL
OF CHOSEN.



Connection between Steamer and Train at Fusan.



Channel Steamer "Shiragi-maru" (3,032 tons.)



Railway Bridge over the Yalu.



Fusan Station.



Jinsen Harbour.



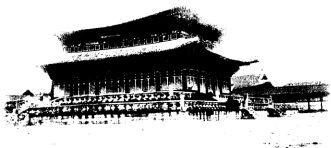
Big Market at Taikyū.



Kako-mon and Zuiryū-tei, Suigen.



Railway Bridge over River Kan.



Kinsciden, Keifuku-kyu, Keijo.



Chosen Hotel, Keijo.



Shiagishu Station.



Fuheki-ro and River Daido, Heijo.



Port of Moppo.



Great Stone Buddha near Ronzan
on the Konan Line.



Cherry Blossoms at Gyujido.



Port of Seishin.



Scene in Kongo-san.



Scene in Kongo-san.



Scene in Kongo-san.

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DIAGRAM No.

I. Mileage :

1. Traffic Mileage.
2. Passenger and Goods Mileage.

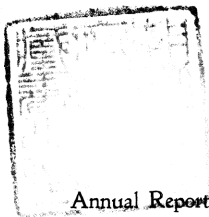
II. Receipts :

1. Average Receipts per Day per Mile.
2. Average Receipts per Mile per Passenger and per Ton.

III. Receipts from Principal Goods.



RAILWAY MAP OF CHOSEN.



Annual Report for Fiscal Year 1916.

Chapter I.

HISTORY.

The railway lines in Chosen had their origin in a concession to build and operate a railway between Keijo and Jinsen, granted to Mr. James R. Morse, an American citizen, by the Government of Korea in 1896. While the construction of the said railway was still in progress, the Kei-Jin Tetsudo Hikiuke Kumiai (Seoul-Chemulpo Railway Syndicate), represented by Baron V. Shibusawa, F. Uriu, and T. Masuda, bought the concession and the right connected with it from Mr. Morse in May, 1897, and continued the work. In May, 1899, the syndicate was transformed into the Kei-Jin Tetsudo Goshi Kaisha (Seoul-Chemulpo Railway Company), and the line between Jinsen and Roryoshin, a little more than 20 miles in length, was opened to traffic in September of the same year. The remaining part, about 5 miles, between Roryoshin and Seidaimon in Keijo, was finished and opened to traffic in July, 1900, thus completing the railway between Jinsen and Keijo.

The construction of the line between Keijo and Fusan (Kei-Fu Line) was taken up in August, 1901, by the Kei-Fu Tetsudo Kabushiki Kaisha (Seoul-Fusan Railway Company) under the terms of a treaty signed between Japan and Korea in August, 1894, as well as of a contract entered into between the old Korean Government and the Company in September, 1893, and the whole line, more than 267 miles long, was finished and opened to traffic in January, 1905, while the same Company purchased the Kei-Jin Line in October, 1903.

The construction of the Kei-Gi (Keijo-Shingishu) Line and Masan Line was taken up by the Temporary Railway Department of the Army (Rinji Gunyo Tetsudo Kaibu) in February, 1904, and the former was opened by March, 1906, and the latter by May, 1905, but neither of these lines was opened to general traffic until April, 1908.

When the nationalization of the railways in Japan was decided upon in 1906, the Imperial Government of Japan purchased first of all the Kei-Fu and Kei-Jin Lines.

(293.6 miles), and the Railway Bureau of the Residency-General of Chosen was established at the same time. In September of the same year the Kei-Gi (322.9 miles) and Masan (25 miles) Lines were transferred to the superintendence of the Railway Bureau. The railways in Chosen came under the jurisdiction of the Imperial Government Railways of Japan in December, 1909, but in October, 1910, they were transferred to the jurisdiction of the Government-General of Chosen.

The construction of the railways in Chosen was carried on very hurriedly, the object at the time being to connect the extreme south with the extreme north of the peninsula as quickly as possible, and to connect a few of the important seaports with the trunk line by means of branches. Within a few years of completion, however, the reconstruction of the lines was taken up and finished in due course, and, with the completion of the railway bridge over the River Yalu and the reconstruction of the Antung-Mukden Line, the trunk line in Chosen began to assume world-wide importance as a link in the communication system between Europe and Asia, by way of the South Manchuria and Chinese Eastern Lines.

At the same time the Konan (Taiden-Moppo), Kei-Gen (Keijo-Genzan), and Hei-Nan (Heijo-Chinnampo) Lines, 348.7 miles in all, were finished, and 33.9 miles of Genzan-Yeiko section and 32.2 miles of Seishin-Sohyo section of the Kankyo Line (376 m.) were finished and opened to general traffic, all for the development of the peninsula.

Thus the railways in Chosen show practical simplicity as industrial lines, while, on the other hand, they offer the excellent accommodation required of them as part of the round-the-world communication system. The attainment of these two objects has always been kept in view and will continue to be the policy of the management in the future.

Chapter II.

TRAFFIC AND BUSINESS.

1. Traffic Mileage.

The total traffic mileage at the end of the fiscal year 1916 reached 1,066.1 miles, showing an increase of 428.2 miles when compared with that at the end of the fiscal year 1906. The increase is due to the construction of the Kei-Gen, Konan, and Hei-Nan Lines, and part of the Kankyo Lines, though some change in mileage was occasioned through reconstruction of the existing lines. The following table gives details of the mileage for each line.

Line	Fiscal Year										
	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916
Kei-Fu Line	m.	m.	m.	m.	m.	m.	m.	m.	m.	m.	m.
Main Line	274.2	274.2	274.9	274.9	274.9	274.9	274.9	274.9	274.9	274.9	281.2
Masan Branch	25.0	25.0	25.0	25.0	24.8	24.8	24.8	24.8	24.8	24.8	24.8
Kei-Jin Branch	19.4	19.4	19.4	18.4	18.4	18.4	18.4	18.4	18.4	18.4	18.4
Total	318.6	318.6	319.3	318.3	318.1	318.1	318.1	318.1	318.1	318.1	324.4
Kei-Gi Line											
Main Line	310.6	310.6	309.7	309.7	309.7	310.2	310.9	310.9	310.9	310.9	310.9
Kenjitho Branch	8.7	8.7	8.9	8.9	8.9	8.9	8.9	8.9	8.9	8.9	8.2
Hekirando Branch	—	3.6	3.6	3.6	3.6	—	—	—	—	—	—
Hei-Nan Branch	—	—	—	—	34.3	34.3	34.3	34.3	34.3	34.3	34.3
Heijo Colliery Branch	—	—	—	—	—	6.7	6.7	6.7	6.7	6.7	6.7
Shingishu Goods Line	—	—	—	—	—	1.1	1.1	1.1	1.1	1.1	1.1
Total	319.3	322.9	322.2	322.2	356.5	361.2	361.9	361.9	361.9	361.9	361.2
Konan Line											
Main Line	—	—	—	—	—	54.6	81.9	161.3	161.3	161.3	161.7
Kunshan Branch	—	—	—	—	—	14.3	14.3	14.3	14.3	14.3	14.3
Total	—	—	—	—	—	68.9	96.2	175.6	175.6	175.6	176.0
Kei-Gen Line	—	—	—	—	—	19.4	60.8	114.6	128.4	138.4	138.4
Kankyo Line											
South Division	—	—	—	—	—	—	—	—	—	12.5	33.9
North Division	—	—	—	—	—	—	—	—	—	—	32.2
Total	—	—	—	—	—	—	—	—	—	12.5	66.1
Grand Total	637.9	641.5	641.5	640.5	674.6	767.6	837.0	970.2	994.0	1,006.5	1,066.1

2. Passenger Traffic.

With regard to the passenger traffic of the Chosen Railways since nationalization, though no exact comparison can be made as to results in the fiscal year 1906 on account of the railway having been managed first by a company, then by the Government, it can not be denied that better results were obtained on the whole during that fiscal year than in the previous year. Various improvements made in different arrangements since then have helped the steady development of the railways.

Though the riots breaking out in the fiscal year 1907 resulted in general disorder in different provinces in the country and consequently adversely affected communications very much, the results were generally promising, and in the next fiscal year, 1908, the Kei-Gen and Masan Lines were opened to traffic; at the same time a uniform rate was adopted for all the lines. Operation of night trains was started, and increase in the number of trains run and many other new arrangements

were also made. But the unfavourable reaction on the economic condition following the war with Russia necessitated the cutting down of the night service to one of every other night, and rearrangement of the local train service. No bright prospect showed itself in the fiscal year 1909, but in 1910 the market, which had been in a low state, began once more to rise, and, in consequence of better conditions in general after the annexation, the passenger traffic, too, showed rather better condition; this better condition was maintained in 1911, and, a reduction in passenger fares being made in 1912, the number of short distance passengers greatly increased.

Excursion trains in the spring, and trains run for big parties of visitors, which proved very popular, made a great increase in the number of passengers and helped in securing the greatest prosperity ever experienced. The passenger traffic in the next fiscal year did not fall off, while the sale of tickets at reduced rate to Koreans going to market at the principal towns increased the number of such travellers; on the other hand, the opening of Japan-Manchuria and Japan-China through traffic was the beginning of a new epoch in the communications of this country. In the fiscal year 1914 a heavy decrease in passenger traffic was seen by reason of the great war that broke out in Europe in the latter half of the year. Though this depressed state of traffic continued in the fiscal year 1915, the Industrial Exhibition opened in Keijo in the month of September, in commemoration of the establishment of the Government-General in Chosen, brought a conspicuous increase in the number of passengers, and the passenger traffic continued bright even after the closing of the exhibition down to the present day.

As for the fiscal year 1916, it rained very frequently in spring, floods came on in summer, and pestilence prevailed in southern provinces in late summer and early autumn, all productive of unfavourable effects upon the traffic; but the fine economic condition still continued to offset this unfavourable state of things, and the passenger traffic of the fiscal year showed 5,288,871 in passengers, and Yen 4,325,502 in receipts.

Through the rise in the standard of living among the Koreans and the spread of interest in travel among them, as well as the better understanding of affairs in Chosen, an increase in tourist parties, Korean, Japanese, and foreign, was witnessed, and all were given, to the utmost extent possible, special facilities. Special excursion trains were run so as to introduce to the people places of interest.

To meet the medical requirements of passengers, as well as to better the physical condition of employees, railway hospitals were built at Ryuzan, Taiden, Soryo, and Genzan, and, in addition, doctors were stationed at the principal towns along the lines.

For the convenience of tourists from foreign countries, Messrs. Thomas Cook &

Son, the International Sleeping Car Co., Nordisk Resebureau, and the Japan Tourist Bureau were all authorized to sell tickets, such as ordinary tickets, and express train berth tickets, for the Chosen Railways, as well as through tickets in connection with the Imperial Government Railways of Japan, and through express train berth tickets in connection with the South Manchuria Railway Lines.

Besides, goods and parcel offices were established in such centres as Fusan, Taikyū, Keijo, Jinsen, and Heijo, and the handling of consignments of parcels and express goods was started in October, 1916.

As for the accommodation for long distance passengers, everything possible has been done to add to their comfort and to relieve the tedium of travel, and also to give every possible convenience. Since April, 1908, dining cars for 1st and 2nd class passengers have been attached to day sections of through passenger trains on the Kei-Fu and Kei-Gi Lines, and a contract was made with a certain restaurant for service in them; but in 1913 the service in the dining cars was taken into our own hands so as to improve it and give greater satisfaction to the passengers.

In the dining cars, writing-tables and boards and men for Japanese chess, etc., are provided for the use and pleasure of passengers.

A conductor and waiters are in attendance in every through passenger train. Medicine chests are also carried on through passenger trains in case of urgent necessity arising at a time when the stations where railway doctors are available are too far away.

In the 1st and 2nd class cars drinking-water and motor fans in summer, and steam radiators and stoves in winter, are provided. Besides, sleeping cars for 1st and 2nd class passengers are attached to night sections on the Kei-Fu and Kei-Gi Lines, and all through passenger trains on the Kei-Fu, Kei-Gi, and Kei-Jin Lines are lighted by electricity.

3. Goods Traffic.

The goods traffic of the railway has developed gradually and favourably along with the development of, and closer relation between, the economical and industrial lines of Japan, Chosen, and Manchuria. There is no doubt that an increase of 4 per cent. was made both in quantity and receipts in goods traffic, when the result of the first fiscal year after the annexation (1906) is compared with that of the previous year. In the next fiscal year (1907) the sections for joint traffic were extended, and, at the same time, the arrangements for through traffic were improved, transactions at Custom Houses were much simplified, recognized shippers were nominated at the principal stations, a system of rebate in freight was fixed upon to encourage shipping,

and other new arrangements were effected, bringing about a still better result in traffic.

In the fiscal year 1908, the freight rate over the Kei-Gi Line and Masan Branch was reduced to encourage shippers, and an increase in transportation resulted, notwithstanding the reaction in the economic world against financial expansion as an after effect of the war with Russia. Though no very fine results could be expected in the next fiscal year, on account of still greater depression in the economic world, in the following year, 1910, the transportation of general goods increased greatly in consequence of the more active condition in markets, and of the increase in industrial enterprises consequent upon annexation. This promising state continued in 1911.

In July, 1912, revision in freight was made and a considerable reduction effected, the car consignment principle was put into practice, and the sections for reduction in rates for long distance transportation were extended, with the result that an increase in the quantity of goods transported was experienced, especially so after putting into practice reduction in freight on goods arriving at seaports by the end of the year.

A reduction in freight on cotton cloth, cotton yarn, and other principal goods for Manchuria was effected in June, 1913, and this, with the abolition of duty on rice transported to Japan in July of the same year, contributed to the brightness in traffic.

Though the opening of the Japan-Manchuria through goods traffic in January, 1913, greatly encouraged the exportation of rice and other grains to Manchuria and made traffic brisk, the economic condition again began to sink toward the end of the fiscal year. This state of things continued even in the fiscal year 1914. Moreover the great war breaking out in Europe more or less affected traffic, but, on the other hand, it caused an increase in certain goods for transportation, and, with the opening of the Kei-Gen Line to traffic, helped to make possible the fair result obtained.

As the country gradually began to emerge from the depressed economic state of the fiscal year 1913, traffic, too, took on brighter aspects. In such goods of large consignment as coal, the transportation of Heijo coal and of Fushun coal brought into the country was brisk; the higher price of rice and other grains toward the harvest season induced a great quantity of grain to appear for transportation, and the increase in mining enterprises brought about a greater transportation of minerals.

As for the condition in the fiscal year 1916, the great activity in various industries induced by the great war, and the rich harvest throughout the country, resulted in a great quantity of goods for transport, and the shortage in ships naturally brought the goods to the railway. Thus the traffic in the fiscal year was such

as was never before experienced, the tonnage reaching to 1,896,888 tons and the receipts amounting to Yen 4355,333.

The necessity for the introduction of proper arrangements in goods transportation was now felt by reason of the greater quantity of goods arriving for transport, not only in Chosen itself, but between Japan, Chosen, and Manchuria, as the result of economical development, and transportation in bond of goods arriving at Nandaumon, Taikyū, Heijo, Shingishu, Masan, Jinsen, Kunsan, and Moppo was effected. Since the reduction in freight on cotton cloth, cotton yarn, and other articles, forming the principal commercial goods for Manchuria, in June, 1913, goods in transit conspicuously increased, and goods clerks were stationed at Antung so as to facilitate the examination and passing of them through the Antung Custom House. Moreover the arrangement for cancelling transportation, returning the goods, or changing the destination, upon request of the consignor or holder of the order for delivery of goods, was another of the conveniences added since December, 1912. Reduction in freight for car consignment of grain destined to Fusan, Soryo, Kunsan, Jinsen, Chinnampo, Moppo, Genzan, and the goods office at Shingishu, was also made for the encouragement of grain transportation.

As merchants were feeling the great deficiency in the means of collecting money for goods sold, since they could only issue documentary bills to merchants living in towns where organs for monetary circulation were in existence, or through the post, the system of issuing orders for cash on delivery was started at Nandaumon and thirty-five other stations in and after October, 1916.

4. Through Traffic.

As the trunk line in Chosen had become an intimate part of the shortest route in the round-the-world communication between Europe and Asia, through the completion of the bridge over the Yalu and the reconstruction of the Antung-Mukden Line in Manchuria in October, 1911, the Japan-Manchuria through passenger traffic was started in May, 1913, and that of goods in January, 1914, while the Japan-Manchuria-Russia through passenger traffic was put into practice in November, 1914. As regards the three great routes of communication, that is, the international passenger communication via Siberia, the circular communication via Siberia and Suez, and the round-the-world communication via Siberia and Canada, preparations are now going forward to enable the Chosen Lines to take part in them.

But though thus becoming part of the communication system with European countries, there was still no agreement made for through traffic with China, the country in closest relation in commerce and communication with Chosen. So the question of opening through traffic was taken up, first of all with the Peking-Mukden Line, in March, 1913, and this was acted upon in October of the same year. The second conference was opened at Tokyo in March, 1914, and it was resolved that the through traffic system should be extended to the Peking-Hankow, Peking-Kalgan, Tientsin-Pukow, and Shanghai-Nanking Lines, which was effected in January, 1915, while goods through traffic with the Changchun-Kirin Line came into effect in March of the same year.

Tickets for the circular tour were put on sale in October of the same year at principal stations on the Chosen Line and those on the Imperial Government Railways of Japan, the South Manchuria Railway, and the Chinese Government Railways, as well as at the principal ports visited by steamers belonging to the Nippon Yusen Kaisha (Japan Mail S. S. Co.) and the Nisshin Kisen Kaisha (Japan-China S. S. Co.). Tickets for the overland tour were also put on sale at the same time for ocean passengers on board the steamers of the Canadian Pacific S. S. Co. and the Nippon Yusen Kaisha, desiring to travel by land between Yokohama and Shanghai. Besides the through transportation with the Imperial Government Railways of Japan and the South Manchuria Railway, already carried on for some years, the establishment of an information office at Shiba-ku, Tokyo, and, later on, at Osaka Station, helped to introduce the Chosen lines to the public, and to encourage passenger and goods traffic. Joint-traffic with different steamship companies, and light railways in Chosen, too, was agreed upon and put into practice to a greater extent every succeeding year.

The following are the results of the international traffic.

Item	Fiscal Year			
	1913	1914	1915	1916
Japan-Manchuria Pass. Traffic:				
Chosen Line—Chinese Eastern Line.....	50	47	37	126
Chinese Eastern L.—Chosen L.....	3	13	24	7
Via Chosen (I. J. G. L.—Chin. East. L.)	115	120	243	445
Chin. East. L.—I. J. G. L.	25	153	704	208
Total	193	333	1,008	786
Japan-Manchuria-Russia Pass. Traffic:				
Russian Lines—Chosen L.	—	5	5	12
Chosen L.—Russian L.....	—	—	—	3
Via Chosen (Russian L.—I. J. G. L.)	—	2	62	74
I. J. G. L.—Russian L.	—	—	5	2
Total	—	7	72	91

Japan-China Pass. Traffic:				
Chosen L.—Chinese L.	35	91	51	115
Chinese L.—Chosen L.	2	29	30	56
(I. J. G. L.—Chinese L.)	128	253	335	819
Via Chosen	57	231	523	771
Chinese L.—I. J. G. L.	222	604	939	1,761
Total				
Japan-Manchuria Goods Traffic:				
Chosen L.—Chin. East. L.	29	313	1,806	5,509
Chin. East. L.—Chosen L.	—	54	8	213
(I. J. G. L.—Chin. East. L.)	765	3,153	6,212	8,481
Via Chosen	—	2	4	3,962
Chin. East. L.—I. J. G. L.	794	3,527	8,030	18,165
Total				

5. Train Service.

At the time the Residency-General took over the management of the railway in 1906, transportation could not be effected to the fullest capacity of the line as the arrangements and accommodation were still inadequate. Following gradually on the improvements and arrangements made on lines, in April, 1908, the through passenger service between Fusan and Shingishu, the two termini of the trunk line in Chosen, was started and express trains on the Kei-Jin and other branch lines were run, besides revision in time-tables and increase in the number of trains run being made. Following on the establishment of the Government-General and the improvements made in every direction, and, as the result of the completion of the bridge over the Yalu and the reconstruction of the Antung-Mukden Line, since November, 1911, a tri-weekly service of the Chosen-Manchuria Express train has been run between Keijo and Changchun, and all trains were made to run as far as Antung, though only one daily passenger train on the Kei-Fu and Kei-Gi Lines, and an every other night train service between Fusan and Keijo, besides local trains, were run at the time of annexation. Moreover, in consequence of the through service effected between Chosen and Manchuria, the steamer service between Fusan and Shimonoseki, managed by the Imperial Government Railways of Japan, was revised in December of the same year, and the every other day service of steamers was made a daily one; at the same time the night train service between Fusan and Keijo, which was being run every other night, was run nightly, and this, in conjunction with a day passenger train between Keijo and Antung, completed the through service on the trunk line in Chosen. Since June, 1912, the time taken for through service has been much shortened, and the Chosen-Manchuria express, which ran between Keijo and Changchun, has had its run extended as far as Fusan, while all express trains and passenger trains now arrive at

and depart from the newly constructed pier at Fusan, thus facilitating the connection of trains with steamers. To assist the development of communication and traffic between Chosen and Japan the Imperial Government Railways of Japan, too, revised their time-tables for this through passenger traffic, and a special express train service between Shimbashi and Shinonoseki was started. In May, 1913, trains Nos. 5 & 6 in Chosen were made to run between Fusan and Antung, and the night train service between Keijo and Antung was inaugurated. In May, 1914, in consequence of a revision made in the time-table for the Chosen-Manchuria express, other time-tables were also revised; at the same time, the South Manchuria Railway Co. started a service of night trains in order to connect with trains Nos. 1 & 2 in Chosen.

But, unfortunately, the war in Europe made the service on the Siberian and Chinese Eastern Lines quite uncertain, and the number of through passengers greatly decreased, so the tri-weekly service of the Chosen-Manchuria express was cut down to a weekly one. On the other hand, the Genzan-Bunsen section of the Kankyo Line, which was in course of construction, was opened to traffic in August, 1915; and service by two return mixed trains started, and in September of the same year the time-tables for the Kei-Gen and part of the Konan Line were revised, and connection with other trains made closer. In July, 1916, return service on the Nandaimon-Fukkei section of the Kei-Gen Line was added, and at the same time an every other day service on Shotetsu-Moppo section of the Konan Line, was made a daily one.

6. Rolling Stock.

With regard to locomotives, ten wheeled tender superheater locomotives weighing 112 tons are the newest in use, while others are four kinds of tender locomotives and three kinds of tank locomotives. All passenger cars are of four wheeled bogies of corridor type, with steam heater, air brake, vestibule, electric lamps, electric fans, and other arrangements, and the capacity of the largest ones is 104 persons. Besides, a special car with an observation compartment, berths, dining-room, and other accommodation, fitted up most luxuriously, is reserved for distinguished guests. The wagons are of four wheeled bogies, except for some six wheeled bogies of 50 tons capacity and some four wheeled wagons for use in different engineering works. Most of them are provided with air brakes or air pipes, and the capacity of wagons for engineering works is 10 tons, while the others carry from 22 to 26 tons.

The rolling stock at the end of the fiscal year 1916 was 175 locomotives, 360 carriages, and 1,774 wagons.

7. Railway Hotel Business.

As the number of tourists travelling on the lines is increasing year by year in consequence of the trunk line forming part of the shortest highway in international communication, hotel accommodation in foreign style was provided by making use of the upper floors of the terminal station buildings at Fusan and Shingishu so as to add to the convenience of those tourists. The Station Hotel at Fusan was opened in July, 1912, and that at Shingishu, in August of the same year. These of course proved of some convenience to tourists.

The Chosen Hotel in Keijo, which was built at the cost of more than Yen 840,000, was opened in October, 1914. The hotel is a five storied fire-proof building. In addition to being laid out according to oriental taste, the grounds include an enclosure called Kan'kyu-dan, in which the Temple of Heaven stood in former days, giving tourists ample opportunity to study oriental structures. Though it could not be expected that many tourists would be coming when the hotel was opened, on account of the war in Europe, the business is gradually prospering. Kongo-san, which has become noted since the completion of the Kei-Gen Line, was made known to a great extent through the industrial exhibition opened in Keijo in commemoration of the fifth anniversary of the establishment of the Government-General. On that occasion a small hotel in foreign style was built and opened there in August, 1915. It is intended to make the mountain a matchless summer resort in the Far East by opening the hotel from June to October every year. The number of guests at the hotel is increasing year after year.

The results of the hotel business in the fiscal year 1916 were as follows: guests staying at the hotels in Keijo, Kongo-san, Fusan, and Shingishu, numbered 2,842, including 791 Japanese and 2,051 foreigners, making in the aggregate 7,871 stops. The guests for meals reached 24,191, and for dinners, 6,493. The total receipts amounted to Yen 110,473.

8. Warehousing.

The warehouse business was begun because it was thought it would not only induce increase in the goods for railway transportation but that it would be of great benefit to the economic world in general. For a beginning, warehouses were opened at Keizan and ten other stations in July, 1913. Since the business was started, not only shippers but merchants in general at those places have been much benefited by being able to obtain means of monetary circulation, and the inclination to utilize

railway warehouses showed steady increase; so more warehouses were erected in order to meet the requirements at other important places, and at the end of the fiscal year their number reached 23 in all.

The goods deposited in the fiscal year 1916 reached 52,132 tons, and those taken out, 45,304 tons, while the receipts amounted to Yen 15,276.

The following are the places having warehouses.

On the Kei-Fu Line :

Keizan, Taikyu, Wakan, Kinsen, Taiden, Chochiin, Ten-san, Usan, Suigen.

On the Kei-Gi Line :

Kinko, Kampo, Shariin, Chinnampo.

On the Kei-Gen Line :

Rensen, Tetsugen, Seihyoko, Genzan.

On the Konan Line :

Kiri, Moppo, Ronzan, Kintei, Shotefi.

On the Kankyo Line (N. Div.):

Seishin.

Chapter III.

ENGINEERING WORKS.

I. Maintenance Work.

The principal maintenance work done during the fiscal year 1916 was: on the Kei-Fu Line, the repairing of the roof over the locomotive shed at Taikyu, the alteration of the station building at Chochiin, the removal of decayed telegraph poles in the sections from a point 39 m. 70 ch. from Fusan to Seido, from Seido to Taikyu, and from Suigen to Ryuzan, and repairs to telegraph lines.

On the Kei-Gi Line, the repainting of steel girders and the fastening of rivets of the bridges and culverts between Kampo and Heijo, the repairing of the roof over the north and south bound platforms of Heijo Station, the renewal of the floors of Bado and seven other stations, the renewal of the roof of the locomotive shed at Teishu, repairs to radiators in Shingishu Station Hotel, and to the ash pits of the water crane at Shingishu Station, the transformation of the watch office on the southern bank of the Yalu River into an official house of the seventh grade, the renewal of decayed poles, and repairs to telegraph lines between Gyoha and Shingishu.

On the Kei-Gen Line, the renewal of the roof over the locomotive shed at

Fukkei, and the renewal of decayed telegraph poles and repairs to telegraph lines in Ryuzan-Seiryori section.

On the Konan Line, the principal maintenance work done was the removal of part of a temporary lathe shop in Ryuzan Workshops to the goods platform of Rasha Station.

In addition, repairs to tracks, renewal of sleepers, spreading of gravel, recutting of cuttings, repairs to stone walls, bridges, culverts, telegraph lines, and matings in official houses, and other necessary works for the maintenance of stations and other buildings, were effected during the fiscal year under review.

2. Construction Work.

The section extending from Genzan for 35.2 miles to Yeiko is a part of the south division of the Kankyo Line. The construction of this section was taken up in 1914, and traffic on the section was opened in September, 1916, while the remainder of the work is still in progress.

The section extending from Seishin for 58.8 miles to Kwainei is a part of the north division of the Kankyo Line. The construction of this section was taken up in October, 1914, but the greatest floods ever known in the region occurred during the fiscal year 1915, and great obstacles were thereby encountered. Still, the favourable weather after the floods greatly assisted the progress of the work, and the Seishin-Soryo section of 32.2 miles was opened to traffic in November, 1916. The great tunnel through Mozan-rei, the most difficult part on this division, was all but finished, too, during this fiscal year. Part of the division, about five miles between Komosan and Sohyo, will be of a temporary nature, to be reconstructed at some future time, in order to hasten the opening of the division to traffic, which is expected to be in the fiscal year 1917.

The Konan Line includes 161.8 miles between Taiden and Moppo, and a branch line of 15 miles between Riri and Kunsan. As it was started with the idea of operating it as speedily as possible, the work was taken up in 1910 and the whole line was opened to traffic in January, 1914.

As stated above, the bridges and other buildings are not meant to be permanent ones, moreover the road-bed of the line at various points requires elevating to protect it from floods. Reconstruction was taken up gradually, and 89.3 miles of the line were finished by the end of the fiscal year 1916, while the rest is under way.

The Kei-Gen Line starts from Ryuzan and runs to Genzan, covering a distance

of 138.4 miles. The work was taken up in October, 1910, and the whole line was finished and opened to traffic by August, 1914.

Though most of the buildings along the line are permanent, the accommodation at not a few stations was only temporary in nature and needed reconstruction, especially in view of the experience acquired in the time of floods. So reconstruction work is still in progress.

The Kei-Gi Line runs for 310.3 miles from Ryuzan to Antung, China, on the right bank of the Yalu. As the line was hurriedly built, reconstruction of it was taken up in December, 1904, and finished in October, 1911, making 1 in 100 the highest grade and 20 chains the shortest radius for curves along the whole line. At the same time the completion of the bridge over the Yalu and the reconstruction of the Antung-Mukden Line of the South Manchuria Railway into one of standard broad gauge completed the railway communication between Chosen and Manchuria.

Though the reconstruction of the line was finished for the most part, the locomotive sheds at Teishu and Heijo were left, to be taken up as necessity required.

The Kei-Fu Line and Kei-Jin Branch were purchased in July, 1906, and the work left uncompleted by the Kei-Fu Rly. Co. was all finished in the fiscal year 1910. The erection of another bridge over the Kan-ko, the laying of double tracks near those bridges, and various additional works at Fusan, Roryoshin, and Ryuzan Stations have since been finished.

The Hei-Nan Branch runs for 34.6 miles between Heijo and Chinnampo. The construction of the line was taken up in July, 1909, and was finished and opened in October, 1910; but it also was hurriedly built and only sufficient for traffic. Since then reconstruction has been in progress, and at present only some small part of it remains undone.

The plan with regard to railway hotels is to build them at Keijo, Heijo, and Fusan. That at Keijo was started in March, 1913, and was finished and opened in October, 1914.

The building of a small villa at Onseiri, Kongo-san, was started in May, 1915, and finished in August of the same year, so as to provide a stopping place for visitors to the mountain during the Industrial Exhibition held in commemoration of the Fifth Anniversary of the Establishment of the Government-General of Chosen. Since then the villa has been open during the summer months only. Though the ground for the hotel at Fusan was acquired some time ago, building has not yet been started, as is the case too with the hotel at Heijo.

3. Improvement Work.

As the bridges and culverts on the Kei-Jin Line were only temporarily constructed at the time from financial reasons, and the line had many curves, improvement of them was taken up in 1907 and finished in March, 1909. As it is intended to double the track between Keijo and Jinsen in future, ground, earthworks, bridges, culverts, etc., except for three miles from Ycitho, were prepared at the time improvements were being effected.

The traffic and the number of trains run on the Kei-Fu Line, increasing every year, proved too great a tax on the strength of the bridge over the Kan-ko, though it was strong enough for the strain on it when first erected; so reconstruction of it was taken up in 1907 and finished in 1913.

On the Kei-Gi Line and the Masan Branch, the experience of unusual floods in July, 1911, necessitated the elevation of the formation-level, the construction of flood openings, and rebuilding and addition of bridges, all of which were completed in 1913.

But, as improvements were made only where urgently needed, owing to financial straitness, and the requirements of the times demanded perfection in the condition of the line, especially in consideration of its position in the international communication system, improvement of the Fuku-Taiden section and the line near Pusan on the Kei-Fu Line, also that near Keijo, was planned to be effected as liberally as finances would allow. The plan for improvement was sanctioned by the Imperial Diet in 1914, and the work on the Taikyu-Kinsen and Taiden-Fuko sections was completed during this fiscal year, while the remaining part is diligently being prosecuted.

4. Additional Work.

The principal additional work done in the fiscal year 1916 was, on the Kei-Fu Line, the enlargement of the accumulator charging room at Soryo Station, the removal of a water tank at Mitsuyo Station to a new site, the laying of a new siding at Indo Station, the enlargement of the drain at a point 67 miles from Ryuzan on Seido-Keizan section, the addition of a water pipe at Seido Station, the extension of the roof over the goods platform at Keizan Station, the relaying of the Customs siding at Taikyu Station, the building of a goods clerks' office, the addition of official residences of the 6th grade at the same station, the removal of Shinnanshin Station building to Seisciri, the building of a warehouse at Suigen Station, the building of a water-crane at Seikwan Station, the rebuilding of the wash-stand on the platform at

Veitoho Station, the building of watchmen's sheds at both ends of the bridge over the Kan-ko, the transferring of part of the warehouse and roofing at Nandaimon Station to another part of the same station, the building of a parcels warehouse there, the enlargement of the green-house in the grounds of the Chosen Hotel, the addition of another telegraph line in Soryo-Sanroshin and Seikwan-Suigen sections, etc.

On the Kei-Gi Line, the building of an hospital for contagious diseases at Ryuzan, rebuilding of a water reservoir for up-trains at Kinson, and for down-trains at Kampo, the laying of a track in the yard at Kenjiho, the rebuilding of the coal shed, the laying of a track to the scales and the erection of scales in Heijo Station yard, the laying of a colliery line for Teihakuri Coal Mine between Rikiho and Heijo, 161.6 miles from Ryuzan, the erection of the main station building at Mochuri, the filling in the ground in Chinnampo Station yard, the laying of sidings near the car shed and two other places in Shingishu Goods Station, the building of telegraph lines for the distance of 0.26 mile to 46 m. 26 ch. on Ryuzan-Kaijo section, and other necessary works on the track, stations, various buildings, and electric lines form the principal work done during the year.

5. Extraordinary Works.

Several rainfalls with consequent floods were experienced from July to September, 1915, inflicting great damage on nearly all the lines, and everything possible in repairing the damaged parts was done in the light of experience gained from the floods, and, at the same time, rebuilding and new construction works were carried out, all being finished during the year reviewed.

On the Kei-Fu Line especially, the pier of the bridge over the Anyo was deflected from the perpendicular and the embankments behind the abutments thereof were washed away by the wild torrents of the 14th of June.

Work on the temporary line was taken up at once, but bad weather interrupting the work very much traffic was not resumed until the 17th. On the Masan Line, too, traffic was suspended on the 25th of June between Shinyei and Sanroshin, on account of the overflowing of the Rakuto-ko, and was not resumed until the 2nd of July.

Again, in August and September there were several heavy rainfalls and great damage was done at several points on the railway. Especially serious was that on Veitoho-Suigen section on September 10, the damage previously done on that section being much extended. Bridges, culverts, and embankments near the point where

trains were being run over a temporary bridge were greatly damaged, and it was not possible to run trains until the 13th of the month.

On the Konan Line, traffic on the Riri-Fuyo, Kintei-Seiyu, and Chojo-Rinkoku sections was suspended on June 14 and not reopened until the 18th. But the bad weather still continued for some days longer, and traffic on the Riri-Chikyo, Riri-Rashu, and Ninjori-Moppo sections had to be suspended for days.

Though the damage done to the Kei-Gen, Kei-Gi, and Kankyo Lines was not so great as that mentioned above, still that done to embankments, cuttings, bridges, and culverts, was by no means negligible, and repairs were at once taken in hand.

Chapter IV.

ELECTRICITY.

The establishment of a generating station at Ryuzan Workshops and the works in connection with it were taken up in the fiscal year 1908 and completed in the following year. The supply of electric power was begun at once, greatly facilitating the work and the night business at Ryuzan Station and other stations near by. In the year 1912 a generating station at Shingishu for lighting purposes only was erected, but, from August of the following year, the lighting was carried out by the Electric Company established in the town and the generating of electricity by the railway ceased in July that year.

The following are the arrangements at the generating station at Ryuzan Station.

Workshops	Object	Engine			Dynamo	
		Kind	Number	Total H.P.	Kind	Number
Ryuzan	Power & Light	Steam	2	800	Three face altern. current	2

Total Capacity	Transformer		Electric System & Maximum Tension	Cycle Number	Remarks
	Number	Total Capacity			
448 kw.	Single face 3	300 kw.	High tension, three face, three lines 2,200 volt.	50	One Engine & One Dynamo kept in reserve.

With regard to electric communication, the arrangements taken over at the time of nationalization of the railways in 1906 were so rough that improvements on them have been continually made ever since. Along with the opening of the through service of passenger trains between Fusan and Shingishu in the year 1908, a through

telegraphic circuit between Ryuzan and Soryo was installed. When the railway bridge over the Yalu was completed and the Chosen-Manchuria through express service was put into practice in the year 1911, the telegraphic circuits along the line were all changed. Again, with the progress of the work on the new lines, endeavours were made to perfect the electric communication arrangements along these lines. On the other hand, the number of telegraph messages over all circuits ever increased and at last seemed too heavy for them; so one more telegraphic circuit was established on Ryuzan-Taiden section in 1912, one on Ryuzan-Shingishu section in 1913, one on Ryuzan-Moppo section in 1914, and a second one on Ryuzan-Teishu section in 1915, while line No. 2 on Taikyu-Soryo section was extended to Fusan, so as to make telegraphic communication more effective.

In the fiscal year 1916, in consequence of the opening of new lines to traffic, two new circuits were established on Ryuzan-Yeiko and Seishin-Kwainci sections; moreover an additional telegraph line was laid on Genzan-Sempo section so as to make communication between Genzan and the stations between Ryuzan and Fukkei.

Telegraph offices in the fiscal year numbered 158, and messages handled reached 5,267,821 railway telegrams, and 186,612 public telegrams, making 5,454,433 in all.

Chapter V.

PROFIT AND LOSS.

The railway in Chosen having been purchased or transferred into the hands of the Government during 1905 as mentioned in Chapter I, in considering the question of profit and loss of the railway as a national concern, therefore, the year 1907 must be taken as the starting point. Though a loss was experienced in 1907 and 1908, yet, in consequence of the improvements made in various arrangements and the industrial development in the country, the transportation of passengers and goods gradually increased. At the same time economy was effected in running expenses, so that in 1908 the subsidy actually received was only 181,000 yen as against the estimated amount of 433,000 yen. In the next year, though suffering much from the unfavourable state of the economic world in general, the prevalence of cholera, and the unusually severe cold in winter, resulting in a great decrease in the anticipated number of passengers, no subsidy was needed, and even a little gain was shown. Since then progress has been made in every direction, and in 1913 the result was almost double that of the previous year in consequence of increase in passengers

and goods, brought about by the opening of the Konan Line and part of the Kei-Gen Line. Though the result in 1914 was not so fine as expected, as the economic world still continued dull, and the war in Europe occasioned a great decline in railway communication, the next year, 1915, showed good results as the economic world revived a little, while the Industrial Exhibition held in Keijo bettered the traffic, and the consignment of goods by rail greatly increased, and the great traffic and profit experienced in the year 1916 came about in consequence of various industrial activities and the rich harvest obtained in the country.

Chapter VI.

RELIEF ASSOCIATION.

The Relief Association was established in April, 1910, as part of the Relief Association of the Imperial Government Railways of Japan; in October of the same year, after the establishment of the Government-General, the Association in Chosen became independent, and all the rights and responsibilities of its original members remained to them without change. At first only Japanese were allowed membership as it was difficult to ascertain the true age of the Koreans, registration under the old government of Korea being so imperfect, and the average rate of injuries and deaths among them was unknown. Knowledge on these points having since been acquired in consequence of the perfection of the registration system among them, Koreans were also allowed membership. Their contributions, grants in case of injury, death or old age, and refunds were fixed at one-half of those for Japanese members, while in cases requiring medical treatment the expenses were to be borne by the association, thus permitting them to participate in the benefits of the relief system.

Grants fall under two heads: one for injury, and one for death, or old age. The grant for injuries is divided into two classes, that is, a grant for medical treatment, and one for injury. That for medical treatment is to defray expenses arising from injuries to members while on duty, and that for injury is in compensation for permanent disablement, the sum ranging from the equivalent of one month's wages or salary to that of two and a half years in the case of Japanese, and half that amount for Koreans. The grant for death or old age is also under two heads: the one being a grant made in the event of a member's death before reaching the age of fifty-five, and the other a grant made to a member on reaching that age. The amount of these grants differs according to age, length of membership, and rate of salary or

wages. Refund is made to members who retire from the association before the age of fifty-five is reached.

The funds of the Relief Association are obtained from the monthly subsidy from the Government, at the rate of 2 per cent. of the total amount of the salaries and wages of the members of A and C classes, who are employees in field service, and the contributions of members.

Contributions from members vary as shown below. One-fifth of such contributions and subsidy (three-sevenths in the case of Koreans) goes to the injury fund, while four-fifths (four-sevenths in the case of Koreans) goes to the death and old age fund.

Members are divided into three classes, viz., A, B, and C. Of these the A and C classes include field-workers in the position of employees or under who are under obligation to join the association, the A class contributing three per cent. of the monthly salary or wage ($1\frac{1}{2}$ per cent. in the case of Koreans), while the C class is under no obligation to contribute and is therefore debarred from receiving a death or old age grant, because those comprising it have not yet been in the railway service for six months, or are under fifteen years of age, or are fifty years of age. B class includes all officials and employees who are not field-workers or rank below an employee in position, who desire to become members of their own accord, and pay five per cent. of their monthly pay.

The number of the members of the association in the fiscal year 1916 was 5,085 Japanese and 3,418 Koreans, being 8,503 in all. The receipts amounted to Yen 42,198 in Government subsidy, Yen 58,691 in members' contributions, Yen 15,714 in interest on deposit, and Yen 2 in miscellaneous receipts, making a total of Yen 116,605, while the expenditure was Yen 52,924 in grants for injuries, deaths, old age, medical treatment, and refunds, to 2,149 persons in all.

Chapter VII.

LIGHT RAILWAYS AND TRAMWAYS.

The light railways and tramways, sanctioned and constructed during the old Korean administration, were transferred to the jurisdiction of the Government-General of Chosen in October, 1910; lines open to traffic at the time reached only 20 miles, while a length of 15 miles was still unopened. Before that time there was no law applying to these lines, so one concerning light railways in Chosen and supplementary laws were issued in June, 1913. Since the fiscal year 1914 an annual subsidy suffi-

cient to insure the payment of 6 per cent. on the paid-up capital, in case the net profit of certain companies does not reach 6 per cent. on the paid-up capital, has been allowed to companies planning to lay down and work light railways according to the law, so as to assist and encourage the development of the work.

At the end of the fiscal year 1916 the lines opened reached 84.4 miles while those not yet opened totalled 134.6 miles. The result of traffic on these lines was very good, reaching Yen 575,990 in total receipts, while the expenditure was Yen 305,765, leaving a profit of Yen 270,225 for the fiscal year.

Private lines already in operation reached 32.6 miles, while those not yet worked covered 34.7 miles at the end of the fiscal year.

Tables & Diagrams

TABLE No. I.

General Statistics. (Fiscal Year 1916)

Item	Number and Quantity	Item	Number and Quantity
Traffic Mileage.....	1,066.1 ^m	Rolling Stock :—	
Lines :—		Locomotives	175
Tracks	1,325.22 ^m	Carriages	360
Bridges	113.015 ^{ft.}	Wagons	1,774
Tunnels	60.643 ^{ft.}	Electricity :—	
Buildings	128,212 ^{sq.}	Telegraph Stations	158
Land	24,856,132	Messages	5,454,433 ^{ft.}
Stations, etc:—		Lines	3,228
Stations	151	Generating Stations.....	1
Roadside Stations.....	20	Current Generated	1,064,368 ^{Kw.}
Goods Stations.....	1	Finance :—	
Signal Stations.....	3	Capital Invested	146,725,695 ^{Yen}
Information Office	1	Traffic Receipts	10,586,662
Locomotive Sheds	17	Traffic Expenses	7,950,630
Maintenance Stations	28	Profit	2,636,032
Hotels	4	Value of Purchase	4,895,539
Refreshment-Room	1	Eng. Work Expenses :—	
Warehouses (Public)	23	Construction	5,461,142
Workshops:	3	Improvement	1,973,362
Traffic :—		Extraordinary	—
Train Mileage	3,964,409 ^m	Maintenance	2,433,459
Carriage Mileage	11,576,155	Additional	270,606
Wagon Mileage	26,373,889	Stores :—	
Passengers	5,288,871	Profit	7,124,626
Passenger Mileage	195,280,788 ^m	Loss	7,124,394
Goods	1,896,888	Balance	232
Tram Mileage.....	282,788,106 ^{Yen}	Officials and Employees :—	
Passenger Receipts	4,325,502	Number	9,303
Goods Receipts.....	4,355,333	Monthly Pay Roll	241,683
Traffic Receipts	8,680,835	Relief Association :—	
Working :—		Members.....	8,563
Locomotive Mileage	4,899,106 ^m	Cases Relieved	2,419
Converted Car Mileage	37,822,001 ^K	Grants for Government	42,198 ^{Yen}
Coal Consumed for Running.....	236,141,597 ^S	Contributions from Members.....	58,691
Oil Consumed for Running	89,802	Interest on Deposit	15,714
		Miscellaneous	2
		Total	116,605
		Disbursements	52,924

T_S=Tons; K_M=Kilom; S_M=Miles; 1 Yen=100 Sen; 1 Sen=10 Rin; 1 Rin=10 Mu; (no currency under half sen now).

TABLE
Results of

Item	1907	1908	1909
Traffic Mileage	641.5 ^m	641.5 ^m	640.5 ^m
Av. Traffic Mileage	639.4	641.5	640.9
Train Mileage	1,725,517	2,195,360	1,921,237
Number of Trains per Day per Mile	7.4	9.4	8.2
Carriage Mileage	5,069,954	6,275,015	5,412,391
Wagon Mileage	5,663,680 ^{Yen}	8,382,066 ^{Yen}	8,808,859 ^{Yen}
Traf. Receipts { Carriage	2,118,744	2,335,477	2,101,821
Wagon	1,088,498	1,523,157	1,564,984
Total	3,207,242	3,858,634	3,666,805
Traffic Receipts per Day	8,792	10,572	10,046
ditto per Mile	5,016 ^{Yen}	6,015 ^{Yen}	5,724 ^{Yen}
ditto per day per Mile	13.79	16.48	15.68
ditto per Train Mile	1.86	1.76	1.91

TABLE
Results of Passenger

Item	1907	1908	1909
Traffic Mileage	637.9 ^m	637.9 ^m	636.9 ^m
Av. Traf. Mileage	637.9	637.9	637.0
Train Mileage	879,407	1,032,774	845,577
Car Mileage	5,069,954	6,275,015	5,412,391
Number of Passengers	2,625,772	2,172,741	1,930,442
Aggregate Pas. Mileage	98,832,574	89,126,178	81,123,407
Mileage per Passenger	37.6	41.0	42.0
Number of Passengers per Train Mile	112.4	86.3	95.9
Carriage Receipts { Fares	1,989,351 ^{Yen}	2,183,737 ^{Yen}	1,949,375 ^{Yen}
Parcels and Baggage	98,007	114,596	115,964
Postal Matters	26,011	30,527	28,259
Platform Fees	4,125	5,043	7,428
Miscellaneous	1,220	674	795
Total	2,118,744	2,335,477	2,101,821
Av. Carriage Receipts per Day per Traf. Mile	9.07	10.03	9.04
ditto per Train Mile	2.41 ^R	2.26 ^R	2.40 ^R
Av. Fare per Pass. per Mile	20.1	24.5	24.0
Av. Carriage Receipts per Mile per Passenger	21.4 ^K	26.2 ^K	25.9 ^K
Parcels and Baggage, Quantity	6,594,395	7,884,478	8,044,876

No. II.

*

Traffic.

1910	1911	1912	1913	1914	1915	1916
^m 674.6	^m 767.6	^m 837.0	^m 970.2	^m 994.0	^m 1,006.5	^m 1,066.1
656.0	712.8	804.0	911.1	986.2	1,002.3	1,033.2
2,102,122	2,307,667	3,015,987	3,570,366	3,461,716	3,544,797	3,964,409
8.8	8.8	10.3	10.7	9.6	9.7	10.5
5,633,508	6,675,157	9,449,727	11,232,590	11,182,059	11,706,728	11,576,155
11,956,873	13,295,264	15,246,710	18,032,773	17,549,427	19,910,502	26,373,889
^{Yen} 2,349,344	^{Yen} 2,714,684	^{Yen} 3,545,225	^{Yen} 3,815,809	^{Yen} 3,660,814	^{Yen} 3,961,593	^{Yen} 4,325,502
1,994,877	2,207,870	2,281,743	2,534,042	2,756,666	3,356,200	4,355,333
4,344,221	4,922,554	5,826,968	6,349,848	6,417,480	7,317,793	8,680,835
12.237	14.487	16.620	18.523	17.723	20.076	24.543
6.622	6.906	7.247	6.969	6.507	7.301	8.402
^{Yen} 18.14	^{Yen} 18.87	^{Yen} 19.89	^{Yen} 19.09	^{Yen} 17.83	^{Yen} 19.95	^{Yen} 23.02
2.07	2.13	1.93	1.78	1.85	2.06	2.19

No. III.

Traffic.

1910	1911	1912	1913	1914	1915	1916
^m 671.0	^m 766.5	^m 835.9	^m 969.1	^m 992.9	^m 1,005.4	^m 1,065.0
652.4	709.0	802.9	910.0	985.1	1,001.2	1,032.1
811,836	953,405	1,421,807	1,614,585	1,616,711	1,580,168	1,517,823
5,633,508	6,675,157	9,449,727	11,232,590	11,182,059	11,706,728	11,576,155
2,024,490	2,429,687	4,399,022	4,995,441	4,768,251	5,040,471	5,288,871
92,247,005	104,996,040	165,034,551	173,743,488	166,791,661	186,998,752	195,280,788
45.6	43.2	37.5	34.8	35.0	37.1	36.9
113.6	110.1	116.1	107.6	103.2	118.3	128.7
^{Yen} 2,174,235	^{Yen} 2,509,111	^{Yen} 3,257,720	^{Yen} 3,494,097	^{Yen} 3,308,130	^{Yen} 3,566,200	^{Yen} 3,869,074
132,613	155,192	181,259	200,090	201,503	239,703	283,937
31,992	38,662	91,257	104,963	123,685	122,490	145,506
9,330	10,729	12,137	13,363	14,388	18,847	21,823
1,174	1,590	2,846	3,293	3,708	4,293	5,162
2,349,344	2,714,684	3,545,225	3,815,806	3,660,814	3,961,593	4,325,502
9.87	10.46	12.10	11.49	10.18	10.81	11.48
2.89	2.85	2.49	2.36	2.26	2.51	2.85
^R 23.6	^R 23.9	^R 19.7	^R 20.1	^R 19.8	^R 19.1	^R 19.8
25.5	25.9	21.5	22.0	21.9	21.2	22.2
^K 9,057,591	^K 10,326,418	^K 11,984,452	^K 13,659,700	^K 14,547,071	^K 16,394,603	^K 18,604,892

TABLE
Results of

Item	1907	1900	1909
Traffic Mileage	641.5 ^m	641.5 ^m	640.5 ^m
Av. Traffic Mileage	639.4	641.5	640.6
Train Mileage	846,110	1,162,586	1,075,660
Car Mileage	5,663,689 ^{Tns}	8,382,966 ^{Tns}	8,808,859 ^{Tns}
Tonnage of Goods	391,175 ^m	737,693 ^m	712,137 ^m
Aggregate Ton Mileage	24,777,710	53,199,851	51,436,725
Av. Mileage per Ton	63.3 ^{Tns}	72.1 ^{Tns}	80.7 ^{Tns}
Av. Tonnage per Train Mile	29.3 ^{Yen}	45.8 ^{Yen}	53.4 ^{Yen}
Freight	974,828	1,288,724	1,346,149
Wagon Receipts { Terminal Fees	109,573	230,810	212,224
{ Miscellaneous	4,097	3,623	6,614
Total	1,088,498	1,523,157	1,564,984
Av. Wagon Receipts per day per Traf. Mile	4.65	6.51	6.69
ditto per Train Mile	1.20	1.31	1.45
Av. Freight per Ton per Mile	39.3	24.2	23.4
Av. Wagon Receipts per Ton per Mile	43.9	28.6	27.2

TABLE
Results of

Item	1907	1908	1909
Passengers { Departed	28,041	30,612	32,539
{ Passed Through	—	—	49
{ Arrived	30,388 ^K	33,633 ^K	36,857 ^K
Parcels and Baggage { Forwarded	272,793	343,546	409,349
{ Passed Through	—	—	5,175
{ Arrived	679,551	967,241	1,100,634
Goods { Forwarded	1,822	7,766	19,678
{ Passed Through	—	—	—
{ Arrived	8,047 ^{Yen}	22,489 ^{Yen}	27,123 ^{Yen}
Carriage Receipts { Paid	220,982	209,752	224,410
{ Received	133,424	201,432	209,545
Wagon Receipts { Paid	72,583	137,060	175,286
{ Received	22,047	82,159	142,707
Traffic Receipts { Paid	293,565	346,812	399,696
{ Received	155,471	283,591	352,352

No. IV.

Goods Traffic.

1910	1911	1912	1913	1914	1915	1916
674.6 ^m	760.9 ^m	830.3 ^m	970.2 ^m	994.0 ^m	1,006.5 ^m	1,066.1 ^m
656.0	708.9	797.3	911.1	986.2	1,002.3	1,033.2
1,290,286	1,354,262	1,594,180	1,955,781	1,845,005	1,964,129	2,446,586
11,956,873 ^{Tus}	13,295,262 ^{Tus}	15,246,710 ^{Tus}	18,932,773 ^{Tus}	17,549,427 ^{Tus}	19,910,502 ^{Tus}	26,373,889 ^{Tus}
888,723 ^m	1,003,111 ^m	1,105,362 ^m	1,388,915 ^m	1,386,614 ^m	1,656,040 ^m	1,896,888 ^m
80,517,056 ^m	90,428,325 ^m	100,282,500 ^m	123,427,673 ^m	139,797,759 ^m	179,945,269 ^m	282,788,106 ^m
90.6 ^{Tus}	85.1 ^{Tus}	90.7 ^{Tus}	88.9 ^{Tus}	100.8 ^{Tus}	108.6 ^{Tus}	149.1 ^{Tus}
62.4 ^{Yen}	66.8 ^{Yen}	62.9 ^{Yen}	63.1 ^{Yen}	75.8 ^{Yen}	91.6 ^{Yen}	115.6 ^{Yen}
1,747,382	1,937,429	2,083,462	2,356,172	2,553,023	3,122,080	4,102,230
236,409	261,501	186,958	161,968	186,837	216,485	233,153
10,886	8,880	11,323	15,902	16,206	17,035	19,950
1,994,877	2,207,870	2,281,743	2,534,042	2,756,666	3,356,200	4,355,333
8.33	8.51	7.84	7.62	7.66	9.15	11.55
1.55 ^l	1.63 ^l	1.43 ^l	1.30 ^l	1.49 ^l	1.71 ^l	1.78 ^l
21.7	21.4	20.8	19.1	18.3	17.4	14.5
24.8	24.4	22.8	20.5	19.7	18.7	15.4

No. V.

Through Traffic.

1910	1911	1912	1913	1914	1915	1916
43,813	57,695	102,771	109,623	108,253	96,126	88,816
173	2,806	6,268	8,194	9,942	11,940	16,119
48,741 ^k	66,825 ^k	101,380 ^k	114,575 ^k	112,129 ^k	103,052 ^k	85,238 ^k
519,116	604,277	808,884	1,035,434	1,332,162	1,811,629	2,830,493
6,674	112,247	388,787	573,447	792,775	935,307	1,364,779
1,549,550	1,874,778	2,197,109	2,297,295	2,692,540	3,029,270	3,584,570
21,932	16,263	19,783	32,626	55,244	85,200	158,648
—	2,477	4,183	15,829	27,560	27,025	106,736
35,181 ^{Yen}	44,867 ^{Yen}	78,440 ^{Yen}	124,873 ^{Yen}	136,044 ^{Yen}	186,327 ^{Yen}	218,419 ^{Yen}
265,347	302,394	350,210	371,955	390,030	420,891	498,403
264,866	342,551	436,341	480,121	474,595	528,252	622,770
205,908	237,867	317,100	409,763	396,341	543,694	820,781
186,688	193,613	273,889	368,732	353,625	428,002	844,550
471,255	540,261	667,316	781,418	786,377	964,585	1,319,244
451,554	536,164	710,230	848,853	828,220	956,254	1,437,320

TABLE
Principal Goods

Item	1907	1908	1909
Rice	Tons 56,440	Tons 68,536	Tons 71,947
Wheat and Barley.....	6,124	5,152	6,347
Soja Beans	27,992	20,601	48,006
Other Grain	8,095	9,430	18,670
Flour	1,902	1,665	1,855
Raw Fish	2,675	3,271	3,577
Salted and Dried Fish.....	6,159	9,557	8,606
Mintai (fish)	5,105	6,585	7,658
Sea-weeds	2,328	2,110	2,986
Salt	9,907	10,460	11,381
Sugar	2,217	2,758	2,691
Vegetables	2,892	4,312	4,249
Fruits	2,924	4,470	3,916
Miso and Soy	1,988	2,553	2,812
Other Food Stuffs.....	2,632	2,914	3,048
Liquors	5,616	5,992	8,724
Tobacco	2,289	2,596	3,955
Medicines, Drugs, etc.....	1,387	1,332	1,496
Linen	5,692	5,517	4,345
Cotton Fabrics	1,312	2,157	1,570
Spun Yarn	2,773	2,922	2,047
Paper	2,267	3,252	3,005
Petroleum	5,380	8,514	9,728
Wood and Charcoal.....	23,316	18,819	15,064
Porcelain	1,091	1,771	1,742
Metal Articles	7,337	10,147	7,960
Furniture.....	3,341	3,528	4,139
Straw Rope and Bags	4,010	5,025	6,074
Manure	560	2,838	2,019
Cow Hides	720	1,028	1,680
Graphite	1,057	5,938	831
Coal	6,809	14,339	49,708
Timber.....	38,236	48,279	31,205
Stone	11,409	21,933	13,108
Brick, Tile, and Earthen Pipes.....	9,526	13,754	8,854
Lime and Cement.....	1,806	3,031	10,036
Nails and Zinc Plates.....	—	—	1,250
Bamboo	629	907	1,106
Minerals	—	—	359
Others	113,323	397,650	324,353
Total	391,175	737,693	712,137

No. VI.

Transported.

1910	1911	1912	1913	1914	1915	1916
Tons	Tons	Tons	Tons	Tons	Tons	Tons
76,073	76,703	97,869	161,229	206,817	263,477	266,872
8,448	7,351	8,114	8,024	10,011	9,309	18,497
46,702	38,055	36,033	45,072	54,542	78,589	113,702
25,243	25,754	36,119	47,803	26,791	34,551	42,667
2,289	4,678	9,553	10,268	4,810	3,280	5,879
3,787	5,381	6,600	9,997	11,007	10,766	15,063
9,853	13,408	19,950	17,077	16,782	20,248	25,558
7,387	7,848	12,596	10,552	12,836	15,156	16,085
2,887	3,473	4,331	4,890	4,316	5,496	5,797
17,303	24,870	30,550	36,507	42,238	64,238	71,345
2,925	3,902	5,450	7,540	6,453	5,395	6,178
4,210	4,651	6,519	9,576	7,879	7,490	9,662
5,147	6,171	7,963	9,822	9,521	12,651	19,999
2,806	3,414	3,586	3,446	3,327	3,624	4,105
3,688	5,221	6,346	6,364	6,070	6,997	7,832
7,873	9,551	8,789	9,051	8,157	9,641	9,553
6,291	7,635	10,657	10,292	10,539	12,874	14,875
1,678	2,509	3,567	4,511	2,909	4,529	7,101
6,065	8,264	8,211	7,947	6,657	8,320	7,400
2,174	3,436	4,141	9,790	15,234	18,716	21,227
2,887	3,536	2,607	3,292	7,153	9,057	10,042
3,955	5,103	5,684	5,804	5,328	6,846	6,674
10,666	12,064	12,109	10,934	11,054	11,633	11,165
20,719	24,729	28,138	31,107	24,842	36,245	38,992
1,879	3,741	3,910	3,058	2,312	3,524	4,582
9,388	14,056	15,336	12,615	12,374	16,438	21,092
4,585	7,606	6,572	5,082	5,514	6,751	6,930
6,383	6,076	6,285	9,436	12,575	15,328	18,382
2,018	3,579	5,617	8,900	8,555	12,142	65,302
2,051	2,404	2,332	2,800	4,892	7,356	7,093
1,288	2,383	3,253	9,164	4,984	3,462	14,838
107,725	128,210	167,561	169,043	231,912	299,649	283,997
44,591	64,065	66,005	64,324	70,342	95,593	132,069
49,218	63,197	10,296	6,588	5,305	7,245	21,889
11,347	8,202	13,253	12,729	13,795	10,270	13,360
8,504	2,897	6,164	5,093	5,698	6,698	9,633
1,308	2,079	2,895	3,253	2,573	1,972	1,728
975	1,272	2,086	2,157	1,753	2,472	3,168
2,616	61	271	2,711	20,507	37,317	62,942
353,791	445,471	417,954	588,517	468,241	471,472	473,523
888,723	1,063,111	1,105,362	1,388,915	1,386,614	1,656,640	1,896,888

TABLE
Results of

Fiscal Year	1912			1913		
	Aggreg. Number of Guests	Guests at Meals	Receipts	Aggreg. Number of Guests	Guests at Meals	Receipts
Chosen Hotel	—	—	Yen	—	—	Yen
Kong-su Hotel.....	—	—	—	—	—	—
Fusan Hotel.....	1,083	3,637	10,053	1,142	5,158	12,025
Shingishu Hotel	692	2,085	5,420	861	2,537	6,696
Total	1,775	5,722	15,473	2,003	7,695	18,721

TABLE
Results of

Fiscal Year	1913
Item	
Number of Warehouses	13
Area of Building	Ts. 1,120
Tonnage Deposited	9,639
Tonnage Delivered	7,882
Aggregate Tonnage of Deposits	406,057
Av. Tonnage of Deposits per Day.....	1,617.8
Receipts.....	Yen 4,779
Av. Receipts per Day	19.04

No. VII.

Hotel Business.

1914			1915			1916		
Aggregate Number of Guests	Guests at Meals	Receipts	Aggregate Number of Guests	Guests at Meals	Receipts	Aggregate Number of Guests	Guests at Meals	Receipts
1,352	5,260	Yen 32,020	5,770	15,873	Yen 90,124	6,555	18,423	Yen 94,346
—	—	—	233	693	1,535	353	1,174	1,595
507	3,221	10,611	453	2,948	9,302	352	2,724	8,316
737	2,442	7,119	677	2,089	7,257	611	1,870	6,216
2,596	10,923	49,750	7,133	21,603	108,218	7,871	24,191	110,473

No. VIII.

Warehousing.

1914	1915	1916
16	20	23
Ts 1,258	Ts 1,853	Ts 2,013
18,303	33,021	52,132
15,048	28,441	45,304
636,875	1,036,414	1,653,936
1,965.7	3,189.0	4,981.7
Yen 7,268	Yen 10,295	Yen 15,270
22.43	31.68	46.01

TABLE
Results of Locomotive,

Item	Fiscal Year	1907	1908	1909
Locomotive Mileage		2,602,649.9 ^m	2,749,881.0 ^m	2,366,078.0 ^m
Converted Car Mileage		12,811,065.8	14,418,108.3	13,595,072.3
Av. Locomotive Mileage per Day		7,111.1	7,533.9	6,482.4
Av. Mileage per Locomotive per Day		95.5	85.5	71.5
Av. Number of Cars Hauled per Mile		Cars 4.9	Cars 5.2	Cars 5.7
Coal {	for Running	124,742,286 ^K	111,030,359 ^K	100,050,536 ^K
	for Miscellaneous Use	13,632,119	7,741,741	10,644,209
	Total	138,374,405	118,772,100	110,694,745
Coal for Locomotive per Mile		47.9	40.4	42.3
Coal for Converted Car Running per Mile		9.7	7.7	7.4
Oil {	for Running	71,806 ^S	70,122 ^S	46,559 ^S
	for Miscellaneous Use	12,680	28,291	27,453
	Total	84,486	98,413	74,012
Oil for Locomotive per 100 Miles		2.8	2.5	2.0
Oil for Carriages and Wagons		58,885	34,891	26,632
Oil for Converted Car per 1,000 Miles		4.6	2.4	2.0

No. IX.

Carriage, and Wagon Working.

1910	1911	1912	1913	1914	1915	1916
2,611,145.9 ^m	2,818,447.6 ^m	3,487,057.7 ^m	4,160,118.5 ^m	4,372,637.2 ^m	4,427,379.9 ^m	4,869,166.1 ^m
16,092,794.1	18,275,818.7	23,126,404.8	28,064,309.3	29,109,701.2	31,541,842.7	37,822,001.1
7,154.3	7,700.7	9,553.6	11,397.6	11,979.8	12,096.7	13,422.2
89.0	89.8	89.5	96.1	90.6	85.5	128.4
Cars 6.2	Cars 6.5	Cars 6.6	Cars 6.7	Cars 6.7	Cars 7.1	Cars 7.7
116,279,486 ^k	136,196,680 ^k	179,179,947 ^k	185,761,845 ^k	202,986,758 ^k	206,900,670 ^k	236,141,597 ^k
10,421,484	11,642,764	15,444,281	18,002,601	23,431,518	23,094,600	24,113,028
126,700,970	147,838,844	194,624,228	203,764,446	226,418,276	229,994,670	260,254,625
44.5	48.3	51.4	44.7	46.4	46.7	48.2
7.2	7.5	7.7	6.6	7.0	6.6	6.2
53,373 ^s	63,197 ^s	77,123 ^s	99,290 ^s	91,082 ^s	88,500 ^s	89,802 ^s
24,135	29,052	31,113	33,994	34,469	33,364	34,365
77,508	92,249	108,238	124,194	125,551	121,864	124,167
2.0	2.2	2.2	2.2	2.1	2.0	1.8
25,302	26,826	38,352	50,242	42,724	30,248	46,213
1.6	1.5	1.7	1.8	1.5	1.2	1.2

TABLE No. X.

Rolling Stock.

Fiscal Year		1907	1908	1909	1910	1911	1912	1913	1914	1915	1916
Item											
Locomotives	Tank	74	74	74	74	83	88	92	94	100	100
	Tender	30	35	35	41	50	50	62	71	69	75
	Total	104	109	109	115	133	138	154	165	169	175
Carriages, Bogie		158	159	159	150	191	209	268	335	337	360
Wagons	Covered	234	255	255	400	409	468	521	504	562	662
	Open	721	779	781	777	926	977	1,017	1,041	1,042	1,112
	Total	955	1,034	1,036	1,186	1,335	1,445	1,538	1,602	1,604	1,774

TABLE

Electrical

Fiscal Year		1907	1908	1909
Item				
Telegraph Offices	Rly. and Public Teleg. Offices	51	57	56
	Rly. Teleg. Offices	46	45	47
	Total	97	102	103
Messages	Railway	2,227,099	2,571,531	2,355,730
	Public	48,236	524,211	499,027
	Total	2,665,335	3,095,742	2,854,757

TABLE No. XII.

Artisans Employed at Workshops and Wages.

Fiscal Year	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916
Item										
Number at End of Year	936	1,083	1,339	1,150	1,470	1,570	1,676	1,574	1,476	1,491
Aggregate Number.....	903,559	300,222	382,174	377,084	420,765	463,879	510,200	509,005	480,314	457,690
Av. Working Days per Man...	324	305	311	311	318	317	327	327	327	327
Wages	270,201	303,688	314,499	314,203	329,520	345,173	378,021	378,143	358,585	345,758
Wages per Man per Day.....	.909	.841	.823	.813	.783	.744	.762	.740	.766	.780

No. XI.

Communication.

1910	1911	1912	1913	1914	1915	1916
59	67	74	83	84	85	90
48	52	55	61	66	66	68
167	119	129	144	150	151	158
2,843,809	3,007,750	3,597,294	3,702,410	4,180,090	4,270,799	5,267,821
512,020	468,389	348,502	247,777	228,107	179,730	186,612
3,355,889	3,416,139	3,945,766	3,950,187	4,408,197	4,459,529	5,454,433

TABLE
Operating Receipts
1.

Item	Fiscal Year		
	1997	1998	1999
Receipts:	Yen	Yen	Yen
Railway Receipts	3,297,483	4,842,792	5,706,833
Traffic Receipts	3,252,243	4,761,804	5,625,845
Passenger	2,435,107	3,101,431	3,506,170
Goods	817,136	1,600,373	2,119,675
Miscellaneous	15,240	80,088	80,088
Reserve Fund for Losses	485,971	433,947	—
Total	3,753,454	5,276,739	5,706,833
Expenditure:			
Working Expenses	3,735,337	5,258,922	5,372,171
Salaries	318,258	824,221	824,221
Chokumin Officials	16,500	16,500	16,500
Somin Officials	77,025	97,875	97,875
Haumin Officials	224,133	313,846	313,846
Operating Expenses	2,935,220	4,456,109	4,456,076
General	98,380	108,680	138,500
Maintenance	1,328,264	1,633,506	1,733,878
Traffic	1,492,342	2,055,133	2,585,018
Hotel	—	—	—
Additional	16,225	50,280	50,280
Grants to Relief Association	—	—	—
Amount Retained, Advanced, or Provided for Loss	481,859	374,202	427,271
Retained	424,915	315,583	386,905
Advanced	54,990	59,575	38,325
Provided for Loss	2,044	2,044	2,044
Miscellaneous Expenses	3,117	3,117	3,117
Miscellaneous Expenses	3,117	3,117	3,117
Grants to Retired Officials	1,169	1,169	1,169
Grants to Bereaved Families	1,948	1,948	1,948
Reserve Fund	15,000	15,000	15,000
Reserve (No. 1)	10,000	10,000	10,000
Reserve (No. 2)	5,000	5,000	5,000
Total	3,753,454	5,276,739	5,390,288
Balance	—	—	316,345

No. XIII. and Expenditure.

Estimates.

1910	1911	1912	1913	1914	1915	1916
Yen	Yen	Yen	Yen	Yen	Yen	Yen
5,707,113	5,907,013	7,334,994	8,224,219	9,649,939	9,808,355	10,149,039
5,611,630	5,802,264	7,119,975	8,047,220	9,287,885	9,446,301	9,862,021
3,081,004	2,910,993	3,241,917	4,554,447	5,160,396	5,197,177	5,190,995
2,539,029	2,891,301	3,877,158	4,192,773	4,118,489	4,249,124	4,662,026
95,474	104,749	215,850	176,999	362,054	362,054	287,018
—	—	—	—	—	—	—
5,707,113	5,907,013	7,334,994	8,224,219	9,649,939	9,808,355	10,149,039
5,578,783	5,077,867	6,217,338	7,034,041	7,713,235	7,870,951	7,690,455
497,159	389,780	382,520	137,874	490,273	490,273	442,283
19,277	12,600	12,600	12,600	12,600	12,600	17,780
99,283	87,200	72,800	81,434	103,800	103,800	80,300
288,599	289,980	297,120	344,849	373,873	373,873	344,793
4,390,600	4,037,056	4,780,030	5,480,138	5,894,323	5,894,323	5,729,186
232,760	268,297	183,904	209,854	239,088	239,088	239,313
1,832,960	1,919,039	2,280,655	2,553,981	2,493,469	2,493,469	2,471,180
5,220,304	4,798,060	5,111,984	5,391,397	5,859,880	5,859,880	5,699,642
—	—	50,512	46,665	16,500	16,500	172,651
63,000	63,000	133,585	189,036	115,516	115,516	115,516
20,000	19,000	19,000	22,295	22,870	22,870	39,884
801,034	853,031	1,034,788	1,210,029	1,327,639	1,456,055	1,518,480
648,012	654,326	754,318	994,327	1,065,091	1,135,368	1,152,204
151,278	199,661	298,426	399,658	260,504	318,643	366,172
2,044	2,044	2,044	2,044	2,044	2,044	20
3,156	6,689	4,398	3,889	5,178	5,178	4,791
3,156	6,689	4,398	3,889	5,178	5,178	4,791
1,661	5,651	3,496	3,385	3,126	4,126	3,746
1,095	1,035	932	594	1,052	1,052	955
1,000	—	—	—	—	—	—
10,000	—	—	—	—	—	—
5,000	—	—	—	—	—	—
8,599,939	8,284,553	6,221,736	7,037,930	7,717,413	7,875,829	7,695,156
119,174	622,460	1,113,168	1,188,289	1,932,526	1,932,526	2,453,883

TABLE
Operation Receipts
2. Settled

Item	Fiscal Year		
	1907	1908	1909
Receipts:			
Railway Receipts	Yen 3,505,332	Yen 4,474,089	Yen 4,243,716
Traffic Receipts	3,465,171	4,389,837	4,145,956
Passenger	2,268,900	2,594,491	2,302,093
Goods	1,166,271	1,795,343	1,842,943
Miscellaneous	49,161	81,252	98,660
Reserve Fund for Losses	76,988	181,579	—
Profit from Stores Account	17,389	30,108	488
Total	3,599,709	4,685,776	4,244,204
Expenditure:			
Working Expenses	3,599,349	4,682,875	4,194,812
Salaries	309,549	383,724	375,712
Chokumin Officials	7,548	10,300	14,915
Sonin Officials	66,533	95,026	71,633
Handa Officials	232,353	271,884	251,861
Grants to Retired Officials	3,106	6,514	11,953
Bonus	—	—	25,750
Operating Expenses	2,937,915	3,936,707	3,337,281
General	185,198	198,744	203,367
Maintenance	1,311,049	1,689,131	1,560,678
Traffic	1,384,885	2,002,276	1,555,929
Hotel	—	—	—
Additional	56,783	16,613	11,307
Grants to Relief Association	—	—	—
Amounts Refunded, Advanced, or Provided for Loss	351,894	392,384	482,319
Refunded	309,538	317,579	368,462
Advanced	51,356	14,779	8,855
Provided for Loss	—	35	2
Miscellaneous Expenses	360	2,001	9,394
Miscellaneous Expenses	360	2,001	9,394
Grants to Retired Officials	—	1,513	8,854
Grants to Bereaved Families	360	1,338	549
Total	3,599,709	4,685,776	4,204,206
Balance	—	—	39,998

No. XIII.
and Expenditure.

Account.

1910	1911	1912	1913	1914	1915	1916
Yen	Yen	Yen	Yen	Yen	Yen	Yen
5,142,128	5,757,862	6,816,097	7,851,629	7,734,203	8,934,430	10,580,430
5,048,341	5,629,856	6,636,607	7,668,752	7,510,561	8,630,017	10,212,182
2,613,451	3,008,301	3,820,185	4,266,852	4,060,962	4,331,009	4,830,068
2,394,879	2,621,465	2,816,482	3,401,900	3,449,599	4,308,008	5,382,114
123,797	128,005	179,430	182,874	223,642	204,300	374,248
—	—	—	—	—	—	—
318	256	1,106	559	57	123	231
5,142,446	5,758,118	6,817,263	7,852,185	7,734,260	8,934,430	10,580,662
—	—	—	—	—	—	—
4,863,168	5,435,791	6,502,540	6,281,341	6,500,119	7,451,054	7,998,072
319,727	342,149	351,857	385,195	402,001	450,155	410,155
12,206	7,888	11,000	11,180	12,180	11,579	16,092
57,548	63,984	67,498	78,961	103,720	93,779	74,557
244,701	257,068	272,292	291,880	316,342	344,540	318,995
5,272	3,200	1,067	2,168	359	1,257	501
—	—	—	—	—	—	—
3,081,662	3,993,337	4,658,995	4,792,338	4,909,073	5,237,753	5,728,524
166,645	174,628	191,391	173,273	216,600	295,800	218,283
1,848,850	1,864,960	2,135,100	2,121,982	2,238,324	2,317,783	2,433,459
1,540,262	1,716,449	2,000,466	2,104,245	2,225,876	2,311,638	2,614,743
—	—	51,039	90,184	119,239	157,117	160,109
109,353	220,369	262,894	192,260	86,351	125,103	270,606
16,552	16,934	18,024	20,394	22,686	30,312	31,324
801,779	797,315	951,688	1,134,803	1,128,445	1,443,140	1,809,393
660,763	623,119	762,268	877,445	863,670	1,072,485	1,379,599
141,016	174,547	189,476	257,357	264,775	370,654	429,894
—	649	4	56	—	300	—
808	1,376	1,856	1,618	1,813	4,812	2,558
808	1,376	1,856	1,618	1,813	4,812	2,558
—	1,391	1,571	1,123	1,588	2,217	1,510
808	75	285	495	225	2,595	1,048
4,804,956	5,124,168	5,964,396	6,283,959	6,501,932	7,155,866	7,950,630
338,380	633,950	852,867	1,568,226	1,232,328	1,778,564	2,636,032

TABLE
Expenses for Construction, Improvement,
1.

Fiscal Year	Yearly Disbursement						
	1907	1908	1909	1910	1911	1912	1913
	Yen	Yen	Yen	Yen	Yen	Yen	Yen
Construction and Improvement...	10,800,020	7,522,580	4,413,618	3,500,000	8,500,000	9,000,000	8,500,000
Construction.....	10,204,790	7,502,580	4,413,618	3,500,000	8,420,000	8,002,780	8,500,000
Salaries	—	—	—	—	—	—	—
Offices	—	—	—	—	—	—	—
Kei-Fu Line	837,592	136,092	—	—	570,000	322,445	—
Kei-Gi Line	8,228,035	6,266,507	2,200,377	1,057,547	2,905,158	2,025,486	—
Masan Line	357,275	—	—	—	—	—	—
Hei-Nan Line	—	204,093	917,446	703,001	—	—	—
Konan Line	—	—	—	235,000	1,657,500	1,733,336	2,802,052
Kei-Gen Line.....	—	—	—	235,000	2,372,000	2,985,891	4,073,095
Kaukyo Line	—	—	—	—	—	—	—
Rolling Stock.....	647,500	610,000	1,215,000	1,134,000	720,500	720,800	800,000
Hotel	—	—	—	—	—	146,429	502,857
General	224,388	224,388	74,795	134,852	134,852	138,423	141,995
Improvement	505,230	20,000	—	—	80,000	917,220	—
Salaries	—	—	—	—	—	—	—
Offices	—	—	—	—	—	—	—
Engineering Works	—	—	—	—	—	—	—
Improvement	505,230	20,000	—	—	80,000	917,220	—
Extraordinary	244,369	879,654	—	—	620,556	592,392	—
Total	11,044,389	8,402,234	4,413,618	3,500,000	9,120,556	9,592,392	8,500,000

No. XIV.

and Extraordinary Works.

Estimates.

Changes in Previous Years	1914	1915	1916	1917	1918	Total	Surplus	Net Expenses
Yen	Yen	Yen	Yen	Yen	Yen	Yen	Yen	Yen
	8,500,000	8,500,000	8,300,000	9,420,000	9,750,000	96,796,218	2,335,972	94,460,246
	7,300,000	6,000,000	5,700,000	6,620,000	6,268,884	82,602,652	2,187,972	80,414,680
1,216,306	147,176	136,557	136,557	130,625	130,625	1,897,846	18,879	1,878,967
702,949	49,550	49,550	49,550	49,550	49,550	950,699	12,212	937,487
Δ 27,346	—	—	—	—	—	1,849,353	—	1,849,353
Δ 430,072	—	—	—	—	—	22,310,028	—	22,310,028
Δ 21,249	—	—	—	—	—	336,026	—	336,026
Δ 23,936	—	—	—	—	—	1,862,104	—	1,862,104
Δ 162,123	2,968,618	2,433,976	720,563	414,000	690,900	13,583,823	1,158,026	12,425,797
Δ 156,993	3,090,309	864,549	503,668	276,000	296,100	14,539,619	595,857	13,943,762
—	297,685	1,353,867	2,481,093	3,914,179	3,722,709	11,769,533	—	11,769,533
—	494,504	918,260	1,585,636	1,605,646	1,379,000	11,920,846	65,000	11,855,846
Δ 14,843	252,158	243,241	222,933	230,000	—	1,582,775	31,998	1,250,777
Δ 1,073,693	—	—	—	—	—	—	—	—
—	1,200,000	2,500,000	2,690,000	2,800,000	3,481,116	14,193,566	153,000	14,040,566
1,996	22,526	33,145	33,146	39,915	39,916	170,644	—	170,644
—	17,513	17,514	17,513	17,514	17,513	87,567	—	87,567
1,520,454	1,159,961	2,449,341	2,639,341	2,742,571	3,423,687	13,935,355	153,000	13,782,355
Δ 1,522,450	—	—	—	—	—	—	—	—
—	226,334	276,445	—	—	—	4,262,746	—	—
—	8,726,334	8,776,445	—	—	—	101,058,964	2,335,972	98,722,992

TABLE
Expenses for Construction, Improvement,
 2. Settled

Fiscal Year		1906	1907	1908	1909
Item					
Construction and Improvement	Yen	Yen	Yen	Yen	
	986,062	12,165,599	7,693,797	3,056,724	
Construction	691,947	10,765,463	6,638,491	2,744,073	
Salaries	12,864	192,255	133,851	114,245	
Offices	—	147,841	101,847	73,979	
Kel-Fa Line	479,083	544,691	411,318	330,794	
Kei-Gi Line	—	8,852,319	5,222,871	1,965,737	
Masau Line	—	482,991	157,940	—	
Hei-Nan Line	—	—	6,551	157,128	
Konan Line	—	—	—	—	
Kei-Gia Line	—	—	—	—	
Kankyo Line	—	—	—	—	
Rolling Stock	200,000	540,456	604,023	102,190	
Hotel	—	—	—	—	
Improvement	—	83,856	401,294	39,936	
Salaries	—	—	—	—	
Offices	—	—	—	—	
Engineering Works	—	83,856	401,294	39,936	
Flood Repairs	294,115	1,316,280	654,102	272,715	
Extraordinary Repairs	—	—	—	—	
Total	986,062	12,165,599	7,693,797	3,056,724	

No. XIV.
and Extraordinary Works.

Account.

1910	1911	1912	1913	1914	1915	1916
Yen	Yen	Yen	Yen	Yen	Yen	Yen
5,955,818	8,625,257	8,767,648	8,469,387	7,321,953	7,618,077	7,434,505
5,955,818	8,557,713	8,107,778	8,226,179	6,265,531	5,126,946	5,461,142
116,585	156,109	160,064	158,356	136,830	122,194	117,481
92,212	69,101	94,295	70,588	110,328	56,217	31,586
60,818	418,616	386,794	23,964	1,731	—	—
3,520,003	2,159,964	719,312	279,296	76,176	6,331	—
—	—	—	—	—	—	—
564,157	268,083	270,613	76,847	14,849	15,429	7,504
536,224	1,942,109	2,376,854	2,278,228	1,714,966	679,546	1,190,511
565,578	2,563,254	3,404,395	3,769,685	1,349,915	202,331	168,160
—	—	—	—	1,209,185	3,216,117	3,171,172
500,241	980,387	607,936	1,273,371	1,117,053	802,753	774,311
—	—	87,515	295,844	534,498	26,028	417
—	67,544	659,870	24,3208	1,056,422	2,491,131	1,973,363
—	—	1,339	2,564	17,556	28,648	30,488
—	—	—	—	4,253	2,775	5,095
—	67,544	658,531	240,644	1,034,613	2,459,708	1,937,780
—	—	—	—	—	—	—
—	595,859	612,883	—	225,813	261,253	—
5,955,818	9,221,116	9,380,531	8,469,387	7,547,766	7,879,330	7,434,505

TABLE
Capital

Item \ Fiscal Year	Fiscal Year			
	1906	1907	1908	1909
	Yen	Yen	Yen	Yen
Valuation of Kei-Fu Rly. Co.	35,000,863	—	—	—
Sum Defrayed from Military Fund	31,383,216	—	—	—
Construction and Improvement	—	10,051,035	7,007,431	2,744,088
Flood Repairs.....	1,422,096	187,399	654,102	272,715
Extraordinary Repairs	—	—	—	—
Store Fund	700,000	—	—	—
Additional Ex.	49,016	56,783	46,613	11,307
Total	68,556,091	10,295,217	7,708,146	3,029,010
Grand Total	—	78,851,308	86,559,454	89,588,464

TABLE
Subsidy

Item \ Fiscal Year	1914		19
	Estimated	Settled Account	Estimated
	Yen	Yen	Yen
Subsidy	83,656	—	83,656
Subsidy to Light Rly.	83,656	—	83,656

No. XV.

Invested.

1910	1911	1912	1913	1914	1915	1916	Total
Yen	Yen	Yen	Yen	Yen	Yen	Yen	Yen
—	—	—	—	—	—	—	35,000,863
—	—	—	—	—	—	—	31,383,216
6,144,904	8,418,016	8,767,647	8,469,388	7,321,953	7,618,077	7,434,595	73,977,944
—	—	—	—	—	—	—	2,537,212
—	595,859	612,883	—	225,813	261,253	—	1,695,808
—	—	—	—	—	—	—	700,000
109,353	220,366	262,894	192,260	86,351	125,103	270,606	1,430,652
6,254,257	9,234,241	9,643,424	8,661,648	7,634,117	8,004,433	7,705,111	146,725,695
95,842,721	105,076,962	114,720,385	123,382,034	131,016,151	139,020,584	146,725,695	—

No. XVI.

Granted.

15	1916		Remarks
Settled Account	Estimated	Settled Account	
Yen 11,771	Yen 81,032	Yen 39,342	Sum estimated was made a surplus as no subsidy was given in 1914.
11,771	81,032	39,342	

TABLE
Stores
1.

Item	Fiscal Year		
	1907	1908	1909
Receipts:	Yen	Yen	Yen
Receipts from Stores	3,849,450	3,561,036	3,864,955
Receipts from Stores	3,848,968	3,560,554	3,864,473
From Sale of Stores	3,260,766	2,620,623	3,344,203
From Repair of Stores	588,202	939,931	520,270
Miscellaneous	482	482	482
Expenditure:			
Stores Expenses	3,849,450	3,561,036	3,864,955
Salaries	43,293	44,193	44,193
Sonnin Officials	16,200	17,100	17,100
Hannin Officials	27,093	27,093	27,093
Grants to Retired Officials	—	—	—
Grants to Bereaved Families	—	—	—
Stores and Operation	3,806,157	3,516,843	3,820,762
Stores Expenses	3,161,056	2,755,713	2,973,478
Operation Expenses	645,101	761,130	847,284
Various Refunds	—	—	—

2. Settled

Item	Fiscal Year		
	1907	1908	1909
Receipts:	Yen	Yen	Yen
Receipts from Stores	3,795,141	3,189,095	2,160,778
Receipts from Stores	3,792,311	3,180,780	2,153,760
From Sale of Stores	3,447,379	2,449,952	1,434,276
From Repair of Stores	344,931	730,828	719,493
Miscellaneous	2,830	8,315	7,009
Expenditure:			
Stores Expenses	3,599,435	3,485,067	2,103,275
Salaries	40,826	40,717	44,182
Sonnin Officials	12,974	14,050	12,445
Hannin Officials	27,464	25,559	30,082
Grants to Retired Officials	—	40	73
Grants to Bereaved Families	135	—	—
Grants to Retired Officials	253	468	462
Bonus	—	—	1,120
Stores and Operation	3,558,600	3,444,350	2,059,093
Stores	3,204,073	3,013,451	1,628,429
Operation	354,530	420,673	418,360
Various Refunds	—	10,226	11,769
Provided for Loss	—	—	5,20

No. XVII.

Fund.

Estimates.

1910	1911	1912	1913	1914	1915	1916
Yen	Yen	Yen	Yen	Yen	Yen	Yen
3,709,513	5,050,733	5,583,352	5,146,491	5,523,625	5,523,625	5,558,217
3,687,026	5,024,306	5,566,531	5,126,107	5,498,020	5,498,020	5,531,289
2,839,010	4,247,387	4,654,520	4,179,767	4,563,306	4,563,306	4,632,997
848,016	776,919	912,011	946,340	934,714	934,714	898,292
22,487	26,427	10,821	20,354	25,605	25,605	26,928
3,709,513	5,050,733	5,583,352	5,146,491	5,523,625	5,523,625	5,558,217
44,851	46,160	42,800	42,860	—	—	45,101
20,008	18,500	15,200	15,200	—	—	13,200
24,437	26,880	26,880	26,880	—	—	31,484
182	600	600	600	—	—	380
164	120	120	120	—	—	97
3,064,602	5,004,573	5,540,492	5,103,601	5,523,625	5,523,625	5,513,056
2,896,404	4,334,829	4,913,807	4,566,150	4,935,385	4,935,385	4,896,399
757,942	658,746	618,873	632,744	587,175	587,175	615,247
10,226	10,998	7,747	4,710	1,095	1,065	1,410

Account.

1910	1911	1912	1913	1914	1915	1916
Yen	Yen	Yen	Yen	Yen	Yen	Yen
3,413,085	3,860,019	4,106,020	4,322,065	4,395,122	4,391,129	4,885,606
3,450,121	3,832,302	4,081,407	4,204,041	4,360,515	4,371,064	4,855,053
2,679,955	3,083,112	3,258,463	3,406,092	3,595,136	3,575,147	4,054,822
770,166	749,250	824,004	827,049	774,379	795,917	800,231
12,964	27,657	23,553	28,054	28,607	20,002	30,553
3,343,520	3,779,277	4,041,390	4,233,604	4,453,302	4,332,404	4,884,023
41,591	42,911	41,820	37,504	—	—	43,152
1,614	15,577	13,479	11,688	—	—	13,349
26,299	27,199	28,347	25,098	—	—	29,803
—	100	—	70	—	—	—
—	—	—	—	—	—	—
678	35	—	84	—	—	—
3,301,938	3,736,366	4,372,564	4,195,800	4,453,302	4,332,404	4,840,871
2,903,185	3,322,787	3,947,093	3,735,394	3,974,688	3,910,318	4,420,470
297,500	412,103	424,066	458,120	449,354	421,422	413,455
1,244	1,416	535	2,277	20,260	604	946
—	—	—	—	—	—	—

TABLE
3. Assets and

Item	Fiscal Year	1907	1908	1909
Assets :				
Cash.....	Yen 406,950	Yen 93,589	Yen 120,084	
Stores.....	1,047,308	1,120,703	921,993	
Workshop Account	82,757	121,110	130,052	
Total	1,537,015	1,335,402	1,173,029	
Liabilities :				
Capital	700,000	700,000	700,000	
Receipts in Advance	816,063	605,204	472,541	
Account not yet Paid.....	3,563	—	—	
Profit	17,389	30,108	488	
Total	1,537,015	1,335,402	1,173,029	

4. Profit

Item	Fiscal Year	1907	1908	1909
Total Profit	Yen 8,283,608	Yen 3,515,175	Yen 2,293,531	
Total Loss	8,266,219	3,485,067	2,293,043	
Net Profit.....	17,389	30,108	488	

No. XVII.

Liabilities.

1910	1911	1912	1913	1914	1915	1916
Yen 240,052	Yen 320,476	Yen 11,850	Yen 99,746	Yen 41,008	Yen 99,672	Yen 101,133
831,396	613,851	698,493	850,890	907,707	1,070,804	1,401,148
52,677	21,799	247,925	63,461	120,116	193,241	174,277
1,127,125	956,126	958,268	1,014,097	1,068,831	1,363,717	1,676,558
700,000	700,000	700,000	700,000	700,000	700,000	700,000
426,807	255,870	257,102	313,538	368,774	663,594	976,326
—	—	—	—	—	—	—
318	256	1,166	559	57	123	232
1,127,125	956,126	958,268	1,014,097	1,068,831	1,363,717	1,676,558

and Loss.

1910	1911	1912	1913	1914	1915	1916
Yen 3,508,820	Yen 4,922,476	Yen 5,308,308	Yen 5,494,118	Yen 5,736,484	Yen 6,023,945	Yen 7,124,626
3,508,502	4,922,220	5,307,143	5,493,560	5,736,427	6,023,822	7,124,394
318	256	1,165	558	57	123	232

TABLE
Purchase of

Fiscal Year Item	1907		1908		1909		1910	
	Qty.	Cost	Qty.	Cost	Qty.	Cost	Qty.	Cost
Coal(ton)	167,558	Yen 1,495,004	61,549	Yen 331,672	61,134	Yen 446,537	128,118	Yen 803,110
Sleepers.....(piece)	89,129	122,335	404,080	440,650	422,794	478,251	722,391	722,674
Rails and Accessories(mile)	100	1,003,730	—	—	—	—	50	431,518
Steel Girders(span)	6	4,375	173	31,315	8	1,000	56	621,245
Carriages and Brake Vans	—	—	—	—	—	—	6	90,000
Locomotives	9	304,200	—	—	—	—	9	298,773
Timber	295	233,107	106	77,584	171	120,956	192	196,156
Hotel Stores	—	—	—	—	—	—	—	—
Metals(ton)	1,119	170,740	955	102,379	739	78,814	2,349	201,473
Bricks.....(piece)	2,035,000	36,804	20,600	1,273	—	—	1,496,000	21,027
Cement.....(Barrel)	—	—	16,600	73,837	35,800	165,350	50,500	196,650
Wheels and Axles	15	27,330	1	6,831	2	99,200	5	116,686
Oils and Grease(sho)	570,303	117,581	236,935	52,945	115,000	22,775	170,000	37,254
Electrical Articles	26	17,378	141	26,979	92	9,823	292	24,180
Uniforms, etc.	241	64,777	100	52,826	84	31,658	85	39,392
Waste (Silk)(kin)	265,145	38,401	120,000	10,764	—	—	135,000	14,608
Paints, etc.....	12	9,164	7	18,438	13	5,781	29	19,660
Others.....	—	809,452	—	906,589	—	305,338	—	417,534
Total	—	4,364,338	—	2,134,439	—	1,759,573	—	4,251,310

No. XVIII.

Rly. Stores.

1911		1912		1913		1914		1915		1916	
Qty.	Cost	Qty.	Cost	Qty.	Cost	Qty.	Cost	Qty.	Cost	Qty.	Cost
	Yen		Yen		Yen		Yen		Yen		Yen
35,000	225,250	105,023	602,457	156,500	786,650	150,000	887,580	153,893	821,753	158,988	884,515
796,689	843,942	624,731	723,731	467,591	496,859	565,643	574,681	333,784	378,879	533,273	775,036
115	925,168	80	736,133	50	461,782	87	814,726	15	154,532	11	189,042
331	699,378	28	51,412	167	460,223	159	128,085	442	417,354	69	345,286
—	—	—	—	40	311,771	—	—	—	—	—	—
20	448,500	12	574,940	6	173,100	15	471,426	6	230,580	—	—
240	176,002	100	305,974	86	200,649	116	108,194	66	137,697	138	230,802
—	—	—	—	1,058	156,698	—	—	—	—	—	—
1,134	103,947	2,197	165,991	1,137	149,535	1,382	148,394	1,036	197,215	1,545	388,156
15,001,409	305,388	6,806,000	114,628	—	—	7,780,000	117,060	—	—	—	—
83,700	247,349	186,400	512,258	49,500	132,070	197,100	474,547	153,500	367,749	151,000	492,904
13	147,236	14	99,559	10	99,885	1,160	39,197	8,955	322,357	1,842	101,871
259,700	59,176	408,796	100,288	423,150	98,187	241,000	56,219	310,350	67,571	386,930	129,318
331	125,501	276	86,030	149	95,849	349	95,766	51	30,342	88	170,343
74	41,968	81	56,216	105	63,680	100	44,578	170	77,083	110	65,007
153,500	20,248	198,600	25,995	261,000	38,890	173,300	27,315	177,938	20,028	287,000	42,796
96	46,659	45	23,877	51	33,833	37	34,195	46	34,810	33	26,727
—	789,297	—	483,302	—	867,053	—	641,875	—	866,687	—	1,053,733
—	5,205,009	—	4,462,731	—	4,626,714	—	4,663,838	—	4,124,628	—	4,895,539

TABLE No. XIX.

Receipts and Expenditure of Relief Association.

Fiscal Year		1910	1911	1912	1913	1914	1915	1916
Item								
Members	A Class	3,479	3,660	3,888	4,364	4,460	7,570	7,481
	B Class	112	167	176	219	222	233	231
	C Class	449	566	648	684	362	627	791
	Total	4,040	4,393	4,712	5,267	5,044	8,430	8,503
		Yen	Yen	Yen	Yen	Yen	Yen	Yen
Receipts	Subsidy from Gov't.	22,293	25,429	27,083	29,235	30,994	40,343	42,198
	Contribution {	A Class.....	33,079	35,060	37,018	39,704	43,610	51,048
		B Class	1,751	4,695	5,341	6,246	7,171	6,987
		Total ...	35,730	39,755	42,359	45,950	50,781	58,035
	Interest on Deposit	106	1,709	4,795	8,957	7,992	15,673	15,714
	Miscellaneous	139	39	—	5	—	—	2
	Total	58,268	66,932	74,237	84,147	89,767	114,051	116,605
	Grants to Wounded	3,070	6,134	7,265	7,365	6,998	4,757	12,681
	„ Dead	8,020	9,107	10,865	10,961	12,778	15,559	16,842
	„ Aged	—	—	—	—	—	111	345
Disbursement	„ Medical Treatment ...	3,668	3,328	4,333	6,446	7,631	12,505	9,383
	Refund	449	3,317	6,066	7,403	7,795	14,712	13,673
	Total	15,156	21,886	28,529	32,175	35,202	47,644	52,924

TABLE No. XX.

Assets and Liabilities of Relief Association.

Fiscal Year Item	1910	1911	1912	1913	1914	1915	1916
Assets :							
Fixed Deposit	Yen 30,000.00	Yen 70,000.00	Yen 120,000.00	Yen 170,000.00	Yen 220,000.00	Yen 280,000.00	Yen 340,000.00
Current Deposit	13,112.22	18,158.42	13,867.37	15,839.10	20,404.29	26,810.84	30,491.90
Not yet Received	2,751.03	4,070.13	4,934.99	5,526.37	9,814.25	10,258.73	3,554.45
Total	45,863.25	92,228.55	138,802.36	191,365.47	250,218.54	317,069.57	374,046.35
Liabilities :							
Responsible Reserve Fund.....	34,464.38	68,612.32	101,268.49	142,664.87	172,380.45	219,097.08	261,980.71
Extraordinary Reserve Fund...	909.57	2,130.21	3,409.87	4,888.18	5,900.80	6,820.13	7,732.45
Reserve Fund	4,075.17	5,997.70	8,768.44	13,847.55	20,011.44	23,709.79	27,707.47
Amount not yet Paid.....	2,631.13	1,519.56	2,291.03	4,209.61	9,901.23	7,770.17	4,677.79
Surplus	3,783.00	13,998.75	23,064.53	25,755.26	42,015.56	59,672.40	71,947.93
Total	45,863.25	92,228.55	138,802.36	191,365.47	250,218.54	317,069.57	374,046.35

TABLE
Light Railway

Lines Open to Traffic	Name of Company	Location of Office	Section	Track	Mileage	Aggregate Mileage
	Zenboku Light Rly. Co. ...	Zenshu	Riri-Zenshu	Single	15.5	17.2
	Kanko Coal Mining Co. ...	Kanko	Kanko-Seikoshin	Single	10.0	10.4
	S. Suzuki	Kaisen	Shinanshu-Kaisen	Single	18.4	20.2
	Keiyo Electric Company...	Keijo	Keijo and Sufurbs	Single and Double	16.3	28.7
	Chosen Gas and Electric Co. Kaukyo-Hokudo Prov'l. Gov't.	Fusan	Fusan-Torai Hot Spring	Single	9.8	11.0
	Heijo Tram Co.	Kyojyo	Kyojyo-Ranan Heijo Rly. Station-Chujotashi	Single	4.3	4.5
	Kintei Tramway Co.	Heijo	Kintei Rly. St'n.- R. Toshin	Double	1.2	2.4
	K. Mori.....	Kintei	Wakan Rly. St'n.- R. Rakuto	Single	8.2	8.3
	Total	Wakan		Single	.7	.8
					84.4	103.5
Lines Not Yet Opened	Chosen Light Rly. Co.....	Fusan	Taijyu-Keishu Keishu-Hoko Keishu-Torai Urusan-Choseiho	Single	115.0	—
	Chosen Gas and Electric Co.	Fusan	Streets in Fusan			
	Kanko Coal Mining Co. ...	Kanko	Kanko-Chohori	Single	3.1	—
	Total				16.5	—
					134.6	—

TABLE
Private Light Railways

Lines Open	Item	Section	Mileage
	M. Koniya, Fusan	Kokan-Tokusuri	12.2
	K. Okura, Tokyo	Mochuri-Toshiri	4.4
	Asato Mining Co., Chinnampo	Tosoho-Angaku	5.4
	Chosen Industry Co., Fusan	Fusanchin-Sasendo	0.7
	Forestry Bureau, Shingishu	Dori-Seisui	5.8
	Oriental Mining Co., Hokuchin	Kyodo-Tokoku	0.6
	V. Kanewari, Bigen	Hoshiri-Shokori	3.5
	Total		32.6
Lines Not Yet Laid	Mitsubishi and Co., Tokyo	Kenjio-Rikusei	6.8
	Mitsubishi and Co., Tokyo	Kyujisho-Kiosendo	3.9
	Mitsubishi and Co., Tokyo	Nahido-Jokado	10.2
	Mitsubishi and Co., Tokyo	Kyuseimen-Chikutairi	0.5
	Furukawa and Co., Tokyo	Todo-Shokando	4.4
	Onoda Cement Co., Onoda	Shutsui-Bantatsu	7.7
	K. Koiyo, Seoul	Seiyo Mine	1.2
	Total		34.7

No. XXI.

and Tramways.

Gauge	Power	When Granted	When Opened	Business	Capital	
					Nominal Yen	Paid up Yen
2' 6"	Steam	Jan. 9, 1913	Nov. 17, 1914	General traffic	300,000	300,000
2' 6"	Steam	Sept. 29, 1913	Dec. 20, 1915	General traffic	600,000	462,000
2' 6"	Steam	May 13, 1916	May 15, 1916	General traffic	450,000	449,450
3' 6"	Electricity	Under Korean Government	Under Korean Gov't.	General traffic	6,000,000	6,000,000
2' 6"	Electricity	May 18, 1909	Dec. 1, 1909	General traffic	3,000,000	1,350,000
2' 0	Manual	April 30, 1914	Oct. 21, 1914	General traffic	7,012	7,012
2' 0	Manual	Aug. 11, 1906	Jan. 17, 1907	General traffic	23,000	23,000
2' 0	Manual	Oct. 13, 1914	July 1, 1915	General traffic	20,000	20,000
2' 0	Manual	Dec. 5, 1911	Sept. 20, 1912	Goods traffic	3,500	3,500
					10,403,512	8,614,968
2' 6"	Steam	Feb. 15, 1916	—	General traffic	3,000,000	—
2' 6"	Electricity	May 18, 1909	—	General traffic	—	—
2' 6"	Manual	Sept. 28, 1916	—	General traffic	—	—

No. XXII.

and Tramways.

Gauge	Power	Object of Use	When Granted	
2' 1"	Manual	Graphite Transportation	April	10, 1909
2' 6"	Manual	Coal Transportation	June	10, 1913
2' 6"	Manual	Ore Transportation	June	12, 1914
2' 6"	Steam	Sand & Earth Transport.	June	13, 1914
2' 6"	Manual	Timber Transportation	Sept.	15, 1914
1' 6"	Manual	Ore Transportation	Oct.	9, 1914
2' 0"	Manual	Ore Transportation	Nov.	30, 1916
2' 6"	Electricity	Ore Transportation	June	1, 1914
2' 6"	Steam	Coal Transportation	June	3, 1915
2' 6"	Steam	Ore Transportation	March	14, 1916
2' 0"	Manual	Ore Transportation	Feb.	3, 1917
4' 8 1/2"	Steam	Cement Transportation	March	24, 1917
1' 8"	Manual	Ore Transportation	March	30, 1917

TABLE
Officials and
(at End of

Item		Director		General Department		Traffic Department	
		Number	Monthly Pay-Roll	Number	Monthly Pay-Roll	Number	Monthly Pay-Roll
Officials (Chokunin Rank)	Director	1	583.32	—	—	—	—
	Manager	—	—	—	—	1	385.00
	Engineer	—	—	—	—	—	—
	Total	1	583.32	—	—	1	385.00
	Average	—	583.32	—	—	—	385.00
Officials (Sonin Rank)	Councillor	—	—	2	408.32	1	350.00
	Secretary	—	—	—	—	2	303.32
	Assistant Secretary ...	—	—	1	140.00	5	793.32
	Engineer	—	—	—	—	—	—
	Secretary (Interpreter)	—	—	—	—	1	175.00
	Total	—	—	3	548.32	9	1,621.64
	Average	—	—	—	182.77	—	180.18
Officials (Hanjin Rank)	Clerk {Japanese.....	—	—	23	1,794.00	154	10,875.00
	{Korean	—	—	1	35.00	1	25.00
	Assistant Engineer ...	—	—	1	120.00	—	—
	Total	—	—	25	1,949.50	155	10,900.00
	Av. {Japanese... ..	—	—	—	79.75	—	70.61
	{Korean	—	—	—	35.00	—	25.00
Employees (A)	Japanese	—	—	68	1,976.30	780	22,376.90
	Korean	—	—	—	—	19	467.70
	Total	—	—	68	1,976.30	799	22,844.60
	Av. Japanese	—	—	—	29.06	—	28.68
Employees (B)	Japanese	—	—	142	2,562.00	919	16,644.00
	Korean	—	—	18	292.20	556	7,983.60
	Total	—	—	160	2,854.20	1,475	24,627.60
	Av. Japanese	—	—	—	18.04	—	18.11
Employees (C)	Japanese	—	—	—	—	—	—
	Korean	—	—	—	—	—	—
	Total	—	—	—	—	—	—
	Av. Japanese	—	—	—	—	—	—
Employees (D)	Japanese	—	—	—	—	—	—
	Korean	—	—	—	—	—	—
	Total	—	—	—	—	—	—
	Av. Japanese	—	—	—	—	—	—
Grand Total		1	583.32	256	7,327.82	2,439	60,378.84
Commissioners	Sonin Rank	—	—	—	—	1	250.00
	Hanjin Rank	—	—	2	190.00	—	—
	Employees	—	—	1	80.00	—	—
	Total	—	—	3	270.00	1	250.00

Mark X denotes Chinese.

No. XXIII. (1)

Employees.*Fiscal Year.)*

Locomotive Department		Mainten. of Way and Works Department		Finance Department		Construction Department	
Number	Monthly Pay-Roll	Number	Monthly Pay-Roll	Number	Monthly Pay-Roll	Number	Monthly Pay-Roll
	Yen		Yen		Yen		Yen
1	431.66	—	—	—	—	1	466.66
1	431.66	—	—	—	—	1	466.66
—	431.66	—	—	—	—	—	466.66
—	—	—	—	1	315.00	1	350.00
—	—	1	140.00	4	793.30	—	—
2	571.66	18	4,048.22	—	—	3	699.98
2	571.66	19	4,188.22	5	1,108.30	4	1,049.98
—	285.83	—	230.43	—	221.66	—	262.49
11	885.00	11	734.00	59	4,319.00	3	283.00
71	5,127.00	72	6,211.00	—	—	6	544.00
82	6,012.00	83	6,945.00	59	4,319.00	9	827.00
—	73.31	—	83.67	—	73.20	—	91.88
389	11,593.00	276	9,919.50	107	3,512.20	4	97.50
11	241.10	6	167.00	—	—	—	—
400	11,834.10	282	10,086.50	107	3,512.20	4	97.50
—	29.80	—	35.94	—	32.82	—	24.37
—	21.91	—	27.83	—	—	—	—
525	12,082.20	1,117	27,957.90	51	1,257.60	2	41.70
5	98.10	4	65.40	35	552.60	—	—
464	6,229.80	1,419	19,997.40	—	—	—	—
994	18,410.10	2,540	47,630.70	86	1,810.20	2	41.70
—	23.01	—	24.76	—	24.65	—	20.85
—	19.02	—	16.35	—	—	—	—
—	13.42	—	14.02	—	15.78	—	—
1,479	37,259.52	2,924	68,850.42	257	10,749.70	20	2,482.84
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

TABLE
Officials and
(at End of

Item		Genzan Construction Office		Tajima Construction Office		Sei-shin Branch Office	
		Number	Monthly Pay-Roll	Number	Monthly Pay-Roll	Number	Monthly Pay-Roll
Officials (Chokunin Rank)	Director	—	Yen	—	Yen	—	Yen
	Manager	—	—	—	—	—	—
	Engineer	—	—	—	—	—	—
	Total	—	—	—	—	—	—
	Average	—	—	—	—	—	—
Officials (Soshin Rank)	Councillor	—	—	—	—	—	—
	Secretary	—	—	—	—	—	—
	Assistant Secretary ...	—	—	—	—	—	—
	Engineer	2	641.00	2	414.16	3	745.39
	Secretary (Interpreter)	—	—	—	—	—	—
	Total	2	641.00	2	414.16	3	745.39
	Average	—	320.83	—	207.08	—	248.46
Officials (Hamrin Rank)	Clerk { Japanese	8	632.00	7	519.00	14	1,109.00
	{ Korean	—	—	—	—	—	—
	Assistant Engineer ...	8	658.00	7	534.00	14	1,130.00
	Total	16	1,290.00	14	1,053.00	28	2,239.00
	Average { Japanese ...	—	80.62	—	75.21	—	79.96
	{ Korean ...	—	—	—	—	—	—
Employees (A)	Japanese	17	549.50	14	493.50	61	2,075.30
	Korean	2	55.60	1	35.00	—	—
	Total	19	605.10	15	528.50	61	2,075.30
	Average Japanese ...	—	33.32	—	35.25	—	34.02
	Korean ...	—	27.80	—	35.00	—	—
Employees (B)	Japanese	32	926.71	45	1,241.70	131	3,257.40
	Korean	3	49.50	19	255.30	60	744.60
	Total	35	976.20	64	1,497.00	191	4,002.00
	Average Japanese ...	—	28.95	—	27.59	—	24.86
	Korean ...	—	15.50	—	13.43	—	12.41
Grand Total		72	3,509.96	95	3,492.66	283	9,061.69
Commissioner	Soshin Rank	—	—	—	—	—	—
	Hamrin Rank	—	—	—	—	—	—
	Employees	—	—	—	—	—	—
	Total	—	—	—	—	—	—

Mark x denotes Chinese.

No. XXIII. (2)

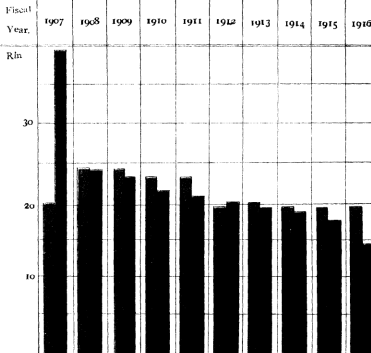
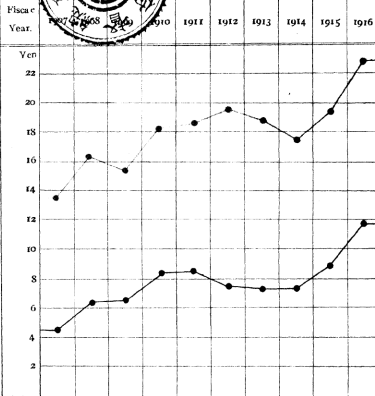
Employees.*(Fiscal Year).*

Soryo Workshops		Ryazan Workshops		Heijo Workshops		Total	
Num- ber	Monthly Pay-Roll	Num- ber	Monthly Pay-Roll	Num- ber	Monthly Pay-Roll	Num- ber	Monthly Pay-Roll
	Yen		Yen		Yen		Yen
—	—	—	—	—	—	1	583.32
—	—	—	—	—	—	1	385.00
—	—	—	—	—	—	2	898.32
—	—	—	—	—	—	4	1,866.64
—	—	—	—	—	—	—	466.66
—	—	—	—	—	—	5	1,423.32
—	—	—	—	—	—	6	1,096.62
—	—	—	—	—	—	7	1,073.32
1	291.66	2	513.32	—	—	33	7,926.05
—	—	—	—	—	—	1	475.00
1	291.66	2	513.32	—	—	52	11,694.31
—	291.66	—	256.66	—	—	—	224.80
2	208.00	4	286.00	1	70.00	297	21,714.00
—	—	—	—	—	—	2	60.00
5	375.00	9	687.00	2	155.00	195	15,541.00
7	583.00	13	973.00	3	225.00	494	37,315.00
—	83.28	—	74.84	—	75.00	—	75.72
—	—	—	—	—	—	—	30.00
10	862.30	35	1,458.10	3	100.30	1,773	55,014.40
—	—	—	—	—	—	39	966.40
19	862.30	35	1,458.10	3	100.30	1,812	55,980.80
—	45.38	—	41.66	—	33.43	—	31.02
—	—	—	—	—	—	—	24.77
171	5,084.40	327	10,723.80	77	2,865.30	3,520	84,344.70
132	2,045.10	594	9,567.60	80	1,572.90	3,909	163.50
303	7,129.50	921	20,291.60	166	4,438.20	3,380	49,197.60
—	29.73	—	32.79	—	37.21	—	23.83
—	15.49	—	10.10	—	17.67	—	18.10
330	8,866.46	971	23,235.82	172	4,763.50	9,299	240,562.55
—	—	—	—	—	—	1	250.00
—	—	—	—	—	—	2	190.00
—	—	—	—	—	—	1	80.00
—	—	—	—	—	—	4	520.00



DIAGRAM NO. II.
1. AVERAGE
RECEIPTS PER
DAY PER MILE.

Carriage Receipts.
Wagon Receipts.
Traffic Receipts.



2. AVERAGE
RECEIPTS PER
MILE PER PASSEN-
GER AND PER TON.

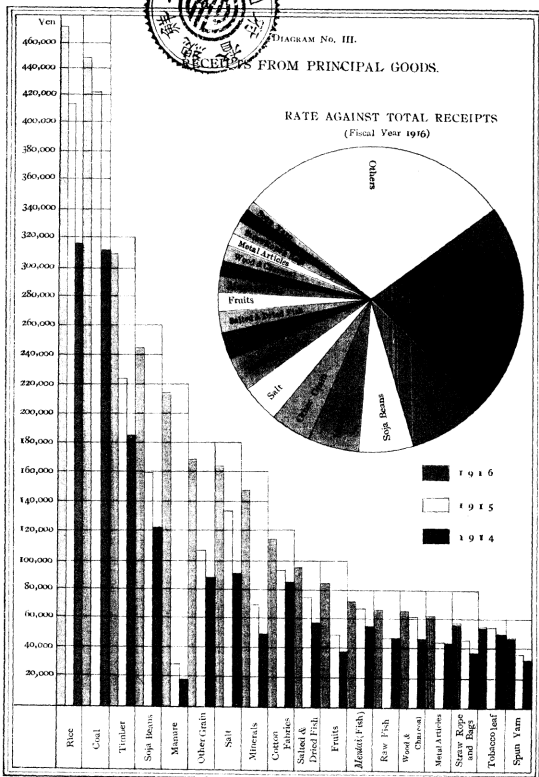
Passenger Receipts.
Goods Receipts.

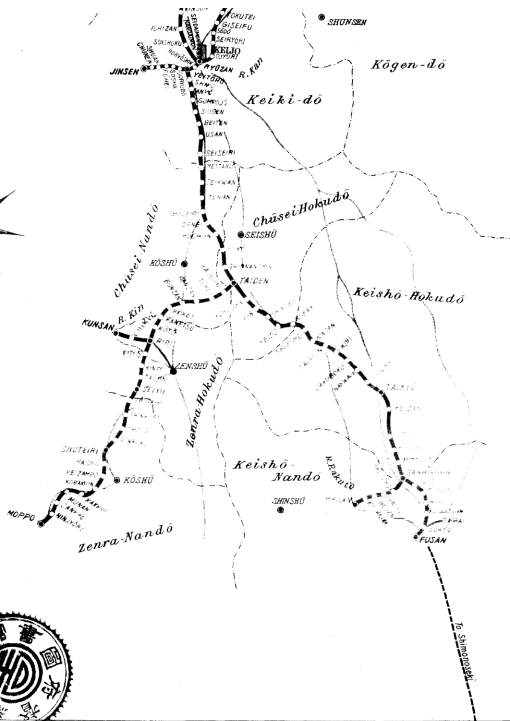
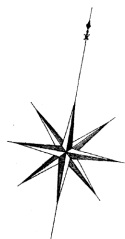


DIAGRAM No. III.

RECEIPTS FROM PRINCIPAL GOODS.

RATE AGAINST TOTAL RECEIPTS
(Fiscal Year 1916)





REMARKS

	OPEN LINES
	LINES UNDER CONSTRUCTION
	LIGHT RAILWAY
	STATIONS
	OTHER RAILWAYS

OPEN LINES

SECTIONS	M.	CH.
Fusan-Seidaimon	281	13
Masan-Sanrōshin	24	65
Jinsen-Yeikō	18	36
Ryūzan-Aniung	310	27
Kōshū-Kenjiho	8	15
Heijō Mining Line	6	57
Heijō-Chinnampo	34	22
Shingishū Goods Station	1	11
Taiden-Mohha	161	58
Riri-Kumasan	14	27
Ryūzan-Gensan	138	30
Genzen-Yeikō	33	69
Seishin-Sōhyō	32	12
TOTAL	1,065	42

LINES UNDER CONSTRUCTION

SECTIONS	M.	CH.
Sōhyō-Kaimei	25	74